

CITY OF VANCOUVER

REGULAR COUNCIL MEETING

A Regular meeting of the Council of the City of Vancouver was held on Tuesday, March 12, 1974, in the Council Chamber at approximately 2:00 p.m.

PRESENT: Mayor Phillips
Aldermen Bowers, Gibson, Harcourt, Hardwick,
Linnell, Marzari, Massey, Pendakur,
Rankin and Volrich.

CLERK TO THE COUNCIL: D.H. Little

PRAYER

The proceedings in the Council Chamber were opened with prayer.

ACKNOWLEDGEMENT

The Council acknowledged the shamrocks that were displayed in the Chamber, courtesy of the Park Board, in recognition of St. Patrick's Day. The Clerk was requested to convey Council's appreciation.

The Mayor acknowledged the presence in the Council Chamber of students from the Employment Orientation Class of Vancouver City College, under the direction of Mrs. MacDonald, and students from the Prince of Wales Mini-School, under the direction of Mr. Dane Clarke.

'IN CAMERA' MEETING

The City Clerk advised that the 'In Camera' Committee approved the items for an 'In Camera' meeting later this day with the exception of one, a report from the Standing Committee on Housing dated February 26, 1974. It was, therefore, agreed the report would be considered in open Council.

ADOPTION OF MINUTES

MOVED by Ald. Hardwick,
SECONDED by Ald. Linnell,
THAT the Minutes of the Regular Council meeting dated March 5, 1974, with the exception of the 'In Camera' portion, be adopted after amending the resolution re Waterworks 1971-1975 Five Year Plan: Capital Funds, on Page 8, to read as follows:

"THAT the recommendation of the Director of Finance contained in this clause be approved."

- CARRIED UNANIMOUSLY.

MOVED by Ald. Hardwick,
SECONDED by Ald. Linnell,

THAT the Minutes of the Special Council meeting (Public Hearing) dated March 5, 1974, be adopted.

- CARRIED UNANIMOUSLY.

COMMITTEE OF THE WHOLE

MOVED by Ald. Hardwick,
SECONDED by Ald. Linnell,
THAT the Council resolve itself into Committee of the Whole,
Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY.

DELEGATIONS

- 1. Request for Pedestrian Actuated Signal -
68th and Granville

As agreed to by Council on March 5, 1974, a delegation was heard from the Marpole Area Council Traffic Committee (Mrs. J. Kjargaard) speaking with respect to pedestrian crossing difficulties at 68th and Granville Street, and urging the installation of a pedestrian operated traffic signal at the location on or before June 3, 1974. A brief was filed by the delegation.

The Council noted Clause 7 of the Official Traffic Commission report dated February 28, 1974, dealing with this matter.

The Assistant City Engineer, Traffic and Transportation Division, further explained the situation to Council and indicated that there were approximately 45 similar situations in the City being examined by the Department.

MOVED by Ald. Pendakur,
THAT a pedestrian actuated traffic signal be installed at 68th and Granville Street in conjunction with the opening of the new Branch Library in the area approximately July 1974.

- CARRIED UNANIMOUSLY.

MOVED by Ald. Rankin,
THAT a \$300,000 appropriation be provided in the City Engineer's Budget to provide pedestrian actuated signals in similar locations throughout the City.

(Referred)

MOVED by Ald. Pendakur,
THAT the foregoing motion by Alderman Rankin be referred to the Official Traffic Commission for report.

- CARRIED.

(Alderman Hardwick voted against Alderman Pendakur's motion)

DELEGATIONS AND COMMUNICATIONS

- 1. Proposed Senior Citizens Housing
Project - 6th and Maple

The Council received a delegation from the Royal Canadian Legion, Shalom Branch 178, speaking in support of its letter dated February 22, 1974, wherein the Legion was appealing to the Council to change its resolution of January 23, 1973, to permit the development to be finalized under the National Housing Act as an alternative to the Elderly Citizens' Housing Act.

Mr. Loomer, the Legion representative, advised that the property in question, has been purchased and registered in the Land Registry Office.

DELEGATIONS AND COMMUNICATIONS (cont'd.)

- 1. Proposed Senior Citizens Housing Project - 6th and Maple (cont'd.)

A representative of the West Broadway Citizens Committee addressed the Council opposing approval of the Legion's request and suggesting that concerned parties meet before any further decisions are made.

MOVED by Ald. Bowers,
THAT the request of the Royal Canadian Legion to permit the development to be financed under the National Housing Act, be granted.

- CARRIED.

(Aldermen Harcourt, Marzari, Massey and Rankin voted against the motion).

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During consideration of the foregoing matter, Alderman Volrich arrived at the meeting.

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MOVED by Ald. Gibson,
THAT this matter be deferred for one month at which time a final decision on this whole matter will be made.

- LOST.

(The Mayor, Aldermen Bowers, Hardwick, Linnell, Pendakur, Rankin and Volrich voted against Alderman Gibson's motion).

- 2. Vancouver's Dance City Ltd. Dance Studio License No. 19648

The Council noted a letter from the Chief License Inspector concerning the manner in which Vancouver's Dance City Ltd., 556 Granville Street, is conducting its business. The Chief License Inspector recommended that City of Vancouver License No. 19648 issued to Vancouver's Dance City Ltd. be cancelled.

- CARRIED UNANIMOUSLY.

MOVED by Ald. Rankin,
THAT the Vancouver's Dance City Ltd. be requested to appear before Council to show just cause why License No. 19648 should not be cancelled.

- CARRIED UNANIMOUSLY.

- 3. Loans re Housing

A letter dated March 5, 1974, was received from the United Fishermen and Allied Workers' Women's Auxiliary, urging the three levels of Government to co-operate in establishing a method of low or interest-free loans for the purpose of upgrading existing homes and construction of new dwellings.

MOVED by Ald. Rankin,
THAT the communication be received.

- CARRIED UNANIMOUSLY.

- 4. Control of Beer Parlours and Other Premises in the Downtown Eastside - Progress Report

Council noted a letter dated February 26, 1974, from the Vancouver Police Department, submitted as a result of Council's instruction on November 27, 1973, where certain actions were taken regarding the operation of beer parlours and other premises. The letter from the

DELEGATIONS AND COMMUNICATIONS (cont'd.)

4. Control of Beer Parlours and Other
Premises in the Downtown Eastside -
Progress Report (cont'd.)

Police Department commented on the Parlour Dance Hall, New Pender Cafe, Broadway Hotel Public House, Columbia Hotel Public House, Dominion Hotel Public House, New Dodson Hotel Public House, Steam Hot Dogs, Rainier Hotel Public House and the Commercial Hotel Public House.

MOVED by Ald. Rankin,
THAT the report from the Police Department be received and the operators of the Dominion Hotel Public House and the New Dodson Hotel Public House be requested to appear before Council to show just cause why their public house license should not be cancelled or suspended.

- CARRIED UNANIMOUSLY.

5. VanDusen Botanical Gardens:
Floral Hall/Administration
Building Project

The Council noted the following letter dated March 11, 1974, from the Chairman of the Board of Parks and Public Recreation:

" We learned on Friday that the Provincial Cabinet will support the project with an unconditional grant of \$333,333.33, to be paid one-half in 1974 and the other in 1975. The Cabinet would have contributed the \$400,000.00 requested but evidently they have a policy of a maximum grant of \$333,333.33 to any project.

I hope you will consider the matter again tomorrow and urge Council's support of at least \$333,333.33 for a reduced project and approval to award a contract. The Vancouver Foundation have agreed to match funds. The City will receive at least \$150,000 in on site Federal labour credits.

Please let me know if we can appear and provide additional information. "

Commissioner Brown spoke to this subject and circulated an information sheet on the Botanical Gardens. The Superintendent of the Board of Parks and Public Recreation advised on reductions made at this time compared to the previous submission. Dr. Long, Vice-President of the Botanical Gardens and Provincial Government representative on the Advisory Board, also addressed the Council.

MOVED by Ald. Gibson,
THAT the Council approve an additional amount of \$125,000 towards the project in order that a contract can be awarded forthwith. on the understanding that a concerted effort will be made to obtain funds from other sources to be applied against this additional \$125,000.

- CARRIED.

(Aldermen Bowers, Harcourt, Hardwick, Massey and Rankin voted against the motion).

MOVED by Ald. Pendakur,
THAT this whole matter be referred to a Special Committee comprising Aldermen Gibson, Massey and Bowers for further consideration, taking into account the opinions expressed this day, and

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COMMUNICATIONS (cont'd.)

5. VanDusen Botanical Gardens:
 Floral Hall/Administration
Building Project (cont'd.)

FURTHER THAT as stated by Council resolution March 5, 1974, the Special Committee also consider the matter of the Park Board submitting a re-design of the project more in line with the amount of funds already authorized by Council.

- LOST.

(The Mayor, Aldermen Bowers, Gibson, Hardwick, Linnell, Marzari, Rankin and Volrich voted against Alderman Pendakur's motion).

The motion to refer having lost, the motion by Alderman Gibson was put and

- CARRIED.

MOVED by Ald. Linnell,

THAT the communication from the Vancouver School Board in support of the Botanical Gardens search for funds, be received.

- CARRIED UNANIMOUSLY.

6. Rent Increases - Greater Vancouver Apartment Owners' Association

MOVED by Ald. Harcourt,

THAT the letter from the Greater Vancouver Apartment Owners' Association, requesting to appear as a delegation at the same time as the Tenants' Council on the matter of rent increases, be approved, and that arrangements be made by the City Clerk.

- CARRIED UNANIMOUSLY.

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The Council recessed at approximately 3:55 p.m., and following an 'In Camera' meeting in the Mayor's Office, reconvened at approximately 4:30 p.m. in open session with the same members present.

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS

- A. BOARD OF ADMINISTRATION
General Report, March 8, 1974

Works and Utility Matters (March 8, 1974)

The Council considered this report which contains two clauses, identified as follows:

- Cl. 1: Lease of Portion of the West Side of Granville Street, South of Beach Avenue
 Cl. 2: Closure of Lane in Block 71, D.L. 541 - Lane between Howe St. & Hornby St., South of Smithe

The Council took action as follows:

MOVED by Ald. Harcourt,

THAT the recommendations of the Board of Administration contained in these two clauses, be approved.

- CARRIED UNANIMOUSLY.

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

Building and Planning Matters (March 8)

Larwill Park Bus Depot

MOVED by Ald. Bowers,

THAT the recommendation of the Board of Administration contained in this clause in the matter of Larwill Park Bus Depot, be approved.

- CARRIED UNANIMOUSLY.

Licenses and Claims Matters (March 8)

Dance Halls - Extension of Closing Hours

MOVED by Ald. Harcourt,

THAT, pursuant to request received, permission be granted for a delegation to be heard on this matter, and arrangements be left in the hands of the City Clerk.

- CARRIED UNANIMOUSLY.

Fire and Traffic Matters (March 8)

Truck Routes and Bridge Capacity

MOVED by Ald. Harcourt,

THAT the information submitted by the Board of Administration in the matter of Truck Routes and Bridge Capacity, be received.

(Alderman Marzari requested a report on interim measures on overweight and oversized trucks utilizing residential streets. The Mayor undertook to request the City Engineer to report on this matter.)

Finance Matters (March 8)

The Council considered this report which contains six clauses, identified as follows:

- Cl. 1: Investment Matters (Various Funds)
January, 1974
- Cl. 2: Equipment Purchase - Financial Analyst
- Cl. 3: Ambulance Service Contract
- Cl. 4: Change of Key punch Equipment
- Cl. 5: Liaison Co-ordinator - B.C. Centre Project
- Cl. 6: Tender Awards

The Council took action as follows:

MOVED by Ald. Bowers,

THAT the recommendations of the Board of Administration as contained in Clauses 1 - 5 incl. be approved, and the information set out in Clause 6, be received.

- CARRIED UNANIMOUSLY.

Personnel Matters (March 8)

The Council considered this report which contains two clauses, identified as follows:

- Cl. 1: Hiring Preference - Permanent Employees,
Provincial Court, Probation Services,
Prosecutor's and Coroner's Departments
- Cl. 2: Travel by Buyer to Toronto - Combines
Investigation Trial

The Council took action as follows:

cont'd.....

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

Personnel Matters (March 8) (cont'd.)

MOVED by Ald. Marzari,

THAT the recommendations of the Board of Administration contained in these two clauses, be approved.

- CARRIED UNANIMOUSLY.

Property Matters (March 8)

The Council considered this report which contains five clauses, identified as follows:

- Cl. 1: Lease Renewal - Situated 1800 Blk. W. 7 Ave.
- Cl. 2: Extension of Property Insurance Policy
- Cl. 3: Sale of Properties
- Cl. 4: Alterations to Comply with New Fire By-law Requirements, Englesea Lodge - 2046 Beach Ave.
- Cl. 5: Demolitions

The Council took action as follows:

Clauses 1, 2 and 5

MOVED by Ald. Hardwick,

THAT the recommendations of the Board of Administration contained in Clauses 1 and 2 of this report, be approved and the information as set out in Clause 5 be received.

- CARRIED UNANIMOUSLY.

Clause 3 - Sale of Properties

MOVED by Ald. Hardwick,

THAT the recommendation of the Board of Administration contained in this clause be approved.

- CARRIED.

(Alderman Marzari voted against this motion).

Clause 4 - Alterations to Comply with New Fire By-law Requirements, Englesea Lodge - 2046 Beach Avenue

MOVED by Ald. Harcourt,

THAT the following recommendations of the Board of Administration as contained in this clause, be approved:

"It is RECOMMENDED that the Supervisor of Property and Insurance be authorized to retain consultants to prepare plans and specifications, and to obtain comparative quotations for the Fire By-law requirements, for later report to Council.

It is further RECOMMENDED that the Supervisor of Property and Insurance be authorized to implement rental increases as noted in the above report."

(Amended)

MOVED by Ald. Rankin in AMENDMENT,

THAT the second recommendation be deleted and the following be substituted:

"THAT the rentals referred to in the report be increased by 9.3% after the required notice to tenants instead of the overall average of 10.6% suggested in the report."

(Carried)

(Mayor Phillips, Aldermen Bowers, Harcourt, Massey and Volrich voted against the amendment)

The amendment having carried, the motion as amended and reading as follows was put and

- CARRIED.

cont'd.....

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

Clause 4 - Property Matters (cont'd.)

THAT the following recommendations of the Board of Administration as contained in this clause, be approved:

It is RECOMMENDED that the Supervisor of Property and Insurance be authorized to retain consultants to prepare plans and specifications, and to obtain comparative quotations for the Fire By-law requirements, for later report to Council.

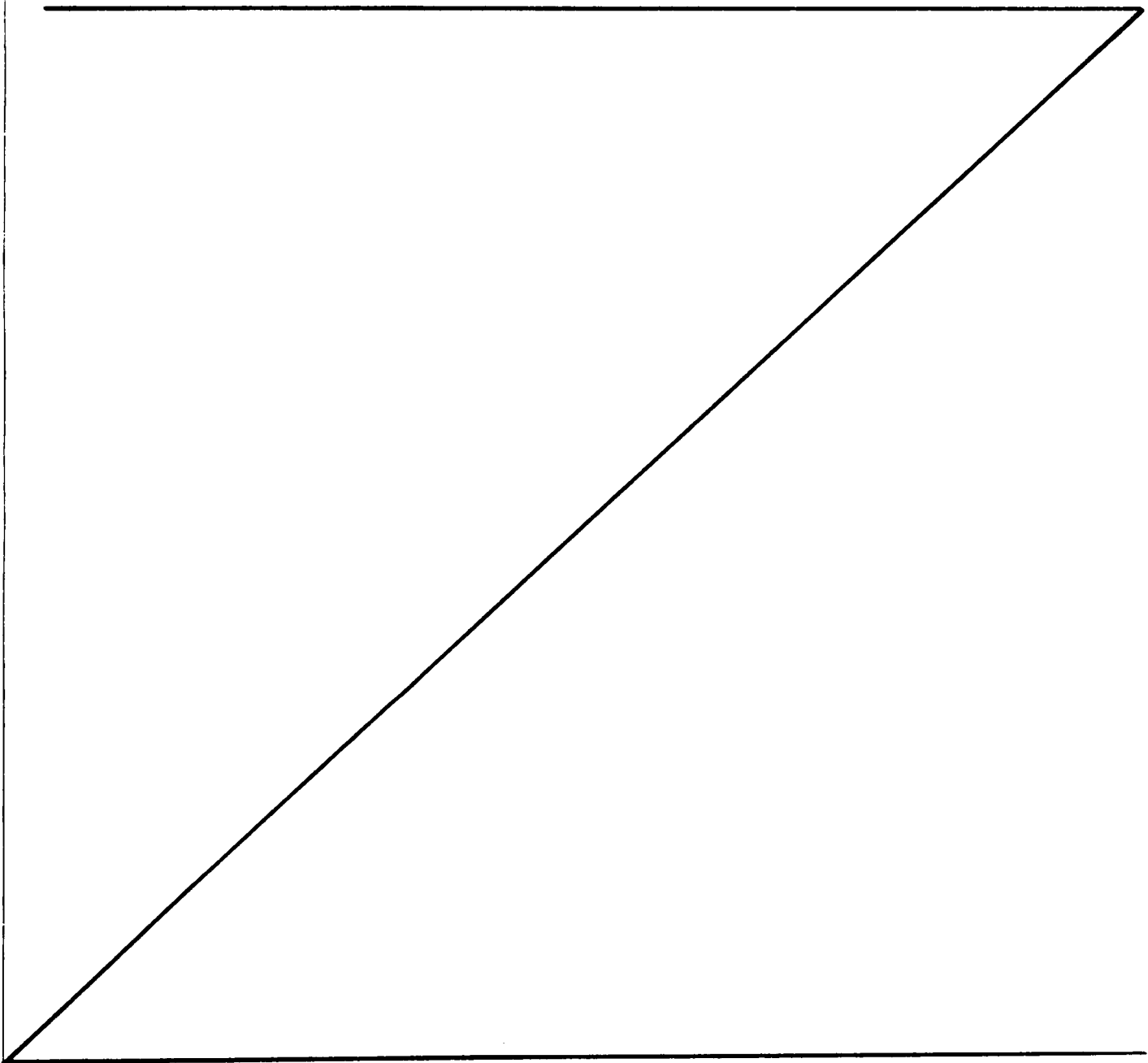
THAT the rentals referred to in the report be increased by 9.3% after the required notice to tenants instead of the overall average of 10.6% suggested in the report..

B. DEPARTMENTAL REPORT,
March 8, 1974

Works and Utility Matters (March 8)

15th Avenue - Commercial Drive to
Victoria Drive, Pavement Width

At the request of the City Engineer, the Council agreed to withdraw this report.



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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

B. DEPARTMENTAL REPORT,
March 8, 1974 (cont'd.)

Fire and Traffic Matters (March 8)

Street Closure - Alexander Street from
Main Street to Maple Tree Square

MOVED by Ald. Pendakur,
THAT the recommendation of the City Engineer contained in this report in the matter of Street Closure - Alexander Street from Main Street to Maple Tree Square, be approved.

- CARRIED UNANIMOUSLY.

Finance Matters

The Council considered this report which contains two clauses, identified as follows:

- Cl. 1: Assessment Appeals
- Cl. 2: Harbour Park Developments Limited

The Council took action as follows:

Assessment Appeals

MOVED by Ald. Hardwick,
THAT the recommendation of the Corporation Counsel and the Assessment Commissioner contained in this clause be approved.

- CARRIED UNANIMOUSLY.

Harbour Park Developments Limited

MOVED by Ald. Hardwick,
THAT the recommendation of the Director of Finance and Corporation Counsel contained in this clause be approved.

- CARRIED UNANIMOUSLY.

C. Report of Standing Committee on
Housing, February 26, 1974

The Council considered this report which contains three clauses, identified as follows:

- Cl. 1: Anchor Hotel
- Cl. 2: Senior Citizens Housing Site - Association of Benevolent Craftsmen - Conditions of Sale
- Cl. 3: Activities for Greater Vancouver Regional District

The Council took action as follows:

MOVED by Ald. Harcourt,
THAT the information as contained in Clauses 1 and 3 of this report be received and the recommendation of the Standing Committee as contained in Clause 2 be approved.

- CARRIED UNANIMOUSLY.

cont'd.....

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

D. Report of Standing Committee on Social Services, February 28, 1974

The Council considered this report which contains six clauses, identified as follows:

- Cl. 1: Use of City-owned lands for Day Care
- Cl. 2: Child Care Facility for Civic Employees
- Cl. 3: Mental Patients Association
- Cl. 4: Alternate Accommodation to the Bridge 'Y'
- Cl. 5: Grant Request - B.C. Association for the Advancement of Coloured People
- Cl. 6: Problems Encountered by Recipients of V.O.P. Cheques

The Council took action as follows:

MOVED by Ald. Rankin,

THAT the recommendations of the Committee as contained in Clauses 1 - 3 incl. be approved and the information of the Committee as contained in Clauses 4 - 6 incl. be received.

- CARRIED UNANIMOUSLY.

E. Report of Standing Committee on Community Development, February 28, 1974

MOVED by Ald. Volrich,

THAT the information submitted in this report of the Standing Committee on the matter of Illegal Suites be received.

- CARRIED UNANIMOUSLY.

F. Report of the Official Traffic Commission, February 28, 1974

The Council considered this report which contains seven clauses, identified as follows:

- Cl. 1: Taxi Use of Downtown Streets
- Cl. 2: School Crosswalks on Multi-laned Streets
- Cl. 3: On-Street Parking Adjacent to Schools
- Cl. 4: Financing of Traffic Signals
- Cl. 5: Traffic Signal Controls - Proposed New Locations and Modifications
- Cl. 6: P.N.E. Parking
- Cl. 7: Request for Pedestrian Actuated Signal at 68th and Granville

The Council took action as follows:

Clause 1 - Taxi Use of Downtown Streets

MOVED by Ald. Marzari,

THAT this clause be referred back to the Official Traffic Commission to hear representation from the Taxi operators on the subject.

- CARRIED UNANIMOUSLY.

Clauses 2, 3 and 4

MOVED by Ald. Marzari,

THAT the recommendations of the Official Traffic Commission contained in these clauses be approved.

- CARRIED UNANIMOUSLY.

Regular Council, March 12, 1974 11

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

F. Report of the Official Traffic Commission, February 28, 1974 (cont'd.)

Clause 5 - Traffic Signal Controls - Proposed New Locations and Modifications

MOVED by Ald. Marzari,

THAT the part of the clause proposing signal modification at Cassiar and Hastings Streets contained on Page 8, be deferred for further explanation by the City Engineer, and the balance of clause 5 be approved.

- CARRIED

(Mayor Phillips and Alderman Bowers voted against the motion).

Clause 6 - P.N.E. Parking

MOVED by Ald. Marzari,

THAT the recommendation of the Official Traffic Commission contained in this clause be approved.

- CARRIED UNANIMOUSLY.

Clause 7 - Request for Pedestrian Actuated Signal at 68th and Granville

For action on this clause, see Page 2 of these Council minutes.

G. Street Widths and Loading Bays - West End

The Council noted the following report submitted by Alderman Linnell dated March 8, 1974, which was amended by the Alderman with the agreement of Council:

" The Council, at its meeting on March 5, 1974, when considering Departmental Report dated March 1, 1974 from the City Engineer passed the following motion:

"THAT this whole matter be referred to a meeting to be arranged by Alderman Linnell, with the West End Planning Team and the Fire Chief, for report back".

On March 8, 1974, at 10:00 a.m. I met with the following staff to discuss this matter:

Fire Chief Konig
Deputy Fire Chief Tuning
Ken Dobell, Jack Lisman, Bob McDonald, Lynn Uibel,
Myra Cristall, John Coates, Barbara Lindsay

There was a full discussion of all possibilities open to the City and it was,

RECOMMENDED that a pilot project West of Denman Street be undertaken on local access streets, subject to the following criteria:

1. All present healthy trees to be preserved.
2. It is essential that fire equipment access be maintained.
3. A 2-foot minimum "rear of curb" be applied to preserve trees within the nominal standard of 27 feet for local access streets.
4. Maintain on-street parking except for the 2000 block Comox Street and the 1900 and 2000 blocks Pendrell Street. If the width in these three blocks does not meet adequate fire requirements it may be necessary to ban parking. If so, delegations should be heard before this decision is taken.
5. Loading bays will not be necessary.
6. Corners to be curbed.
7. Wheel chair ramps will be built at all corners."

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd.)

G. Street Widths and Loading
Bays - West End (cont'd.)

MOVED by Ald. Harcourt,
THAT this report, expanded to include reference to position re Robson, Nelson, Chilco and Lagoon Drive, be referred back to the Committee to convene a public meeting in the area for discussion of the Committee's report with citizens concerned, for report back to Council.

- CARRIED.

(Aldermen Linnell and Rankin voted against the motion).

H. Report of Standing Committee on
Social Services, March 7, 1974

MOVED by Ald. Rankin,
THAT the recommendation of the Standing Committee as contained in this clause on the matter of Steams Hot Dogs - Extension of Hours of Operation, be approved.

- CARRIED UNANIMOUSLY.

I. Report of Standing Committee on
Housing, February 26, 1974

The Council considered this report which contains two clauses, identified as follows:

- Cl. 1: City-owned Lands for Housing
- Cl. 2: Provincial Land Acquisition Program

The Council took action as follows:

MOVED by Ald. Harcourt,
THAT the information submitted in Clause 1 by the Standing Committee be received and the recommendation of the Standing Committee contained in Clause 2 be approved.

- CARRIED UNANIMOUSLY.

COMMITTEE OF THE WHOLE

MOVED by Ald. Rankin,
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY.

MOVED by Ald. Rankin,
SECONDED by Ald. Bowers,
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY.

MOTIONS

1. Allocation of Land for Highway Purposes
1395 East 33rd Avenue

MOVED by Ald. Rankin,
SECONDED by Ald. Pendakur,

THAT WHEREAS the registered owner has conveyed to the City of Vancouver, for road purposes, the following described lands:

1. East 7 feet of Lot 16 except the North 10 feet and except the South 7 feet now road and the East 7 feet of Lot 17 except the West 10 feet now lane, Subdivision 4, Block 5, District Lots 391 and 392,

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for highway purposes.

BE IT THEREFORE RESOLVED that the above described lands so conveyed by, and the same are hereby accepted and allocated for highway purposes, and declared to form and constitute portions of highway.

- CARRIED UNANIMOUSLY.

2. Closing and Stopping up of Lane West of Howe Street between Smithe Street and Nelson Street

MOVED by Ald. Rankin,
SECONDED by Ald. Pendakur,

THAT WHEREAS:

1. The City of Vancouver is the owner of all the streets and lanes lying within the limits of the City of Vancouver;
2. The Provincial Government is acquiring all the lands including the lane allowance in Block 71, District Lot 541, for a development on the site;
3. The lane in the block is surplus to the City's highway requirements;

THEREFORE BE IT RESOLVED that all that portion of lane lying between the production easterly of the northerly limit of Lot 1, Block 71, District Lot 541, and the easterly production of the southerly limit of Lot 19, said Block 71, the same as shown outlined red on plan prepared by A. Burhoe, B.C.L.S., dated March 4th, 1974, and marginally numbered LF 6904, a print of which is attached hereto, be closed, stopped up and title taken thereto; and

BE IT FURTHER RESOLVED that the said closed lane be consolidated with the abutting lands to form one parcel; and

BE IT FURTHER RESOLVED that the consolidated parcel be conveyed to Her Majesty the Queen in the Right of the Province.

- CARRIED UNANIMOUSLY.

MOTIONS (cont'd.)

3. Vancouver City Planning Commission -
Functions

MOVED by Ald. Massey,
SECONDED by Ald. Gibson,

THAT WHEREAS the Vancouver City Council has always recognized the need for the City to obtain planning advice from outside sources;

AND WHEREAS the City Council, in 1960, established the Town Planning Commission and its terms of reference as follows:

- " (1) to consider and report to the City Council on
- (a) any development plan, prepared under Section 561 of the Vancouver Charter, prior to the adoption of the same as an official development plan or as a revision thereof;
 - (b) any proposed zoning by-law or proposed amendment to a zoning by-law before adoption by the City Council.
- (2) To submit a recommendation to the City Council or to the Technical Planning Board, as the case may be, relative to any application for a development permit involving a conditional use, as prescribed by the Zoning and Development By-law, requiring the application to be referred to the Commission.
- (3) To bring to the attention of the City Council any matter relating to the planning and development of the city which in the opinion of the Commission merits action on the part of the Council. "

AND WHEREAS it is thought that the effectiveness of this Civic body could be improved;

THEREFORE BE IT RESOLVED THAT the Mayor appoint a Committee of Council to examine various ways and means whereby this important function could be improved.

(Notice)

Notice was called and recognized by the Chair.

ENQUIRIES AND OTHER MATTERS

Alderman Linnell -
Discussion with Minister of Health

expressed concern that she has been unable to meet with the Minister of Health concerning cemetery matters. The Mayor undertook to call the Minister and arrange a meeting on behalf of Alderman Linnell.

Alderman Volrich -
City's Parking Garage - Block 52

requested a report on the financial situation with respect to the City's Parking Garage in Block 52. The Mayor directed the Board of Administration arrange for a report on this matter.


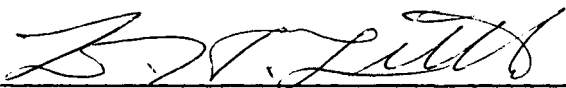
ENQUIRIES AND OTHER MATTERS (cont'd.)

Alderman Rankin - Meeting with the Attorney-General re Rent Increases	enquired when the Council will be meeting with the Attorney-General concerning rent increases. The City Clerk reported that he was awaiting notification of such a meeting having telephoned the Attorney-General's office and confirmed the request by letter. Alderman Volrich - indicated that he had discussed the matter with the Attorney- General and advised the Attorney- General was prepared to meet with the Council in Vancouver.
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The Council adjourned at approximately 5:55 p.m.

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The foregoing are Minutes of the Regular Council Meeting of
March 12th, 1974, adopted by Council on March 19th, 1974.

 _____ MAYOR	 _____ CITY CLERK
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A-1

Board of Administration Report, March 8, 1974 (WORKS - 1)

WORKS & UTILITY MATTERS
CITY ENGINEER'S REPORT

RECOMMENDATIONS:

1. Lease of Portion of the West Side of Granville Street,
South of Beach Avenue (Under Granville Street Bridge)

The City Engineer reports as follows:

"Bordignon Masonry Ltd. manufacture T-Beams adjacent to Granville Street under the bridge. At present they have beams, forms, timber, etc. stored on the street allowance under the bridge without authority. There is a surplus portion of road that could be leased to the Company.

I RECOMMEND that the portion of road shown outlined on plan marginally numbered LF 6898 be closed, stopped up and leased to Bordignon Masonry Ltd. subject to the following conditions:

- (a) All stored and surplus material presently on the street to be first removed to the satisfaction of the City Engineer.
- (b) Term of the Lease to be for 5 years with a one year notice of cancellation.
- (c) The rental to be \$100 per month plus taxes as if levied.
- (d) The area to be used for access and storage.
- (e) A concrete wall 6 feet in height to be constructed along the outer limits of the lease area in a manner satisfactory to the City Engineer. The wall to have an opening 35 feet in width at the northern end of the wall and a 30 foot opening at the southerly end of the wall for ingress and egress.
- (f) No material to be stored higher than the 6 foot concrete wall.
- (g) The lease area to be temporarily vacated when required by the City Engineer for bridge maintenance purposes including painting and sand blasting.
- (h) The lessee to assume liability in respect to the use and occupancy of the lease area including objects or substances dropped or falling from the bridge.
- (i) The lessee to indemnify and save harmless the City from all loss and damage to the structure and its appurtenances resulting from the lessee occupancy of the premises.
- (j) Site treatment including grading, surfacing and draining, etc. are to be to the satisfaction of the City Engineer.
- (k) An agreement satisfactory to the Director of Legal Services and the City Engineer."

Your Board RECOMMENDS that the foregoing be approved.

2. Closure of Lane in Block 71, D.L. 541 - Lane Between Howe Street
and Hornby Street, South of Smithe Street

The City Engineer reports as follows:

"City Council on February 5, 1974 approved the sale of Lots 1 to 38, Block 71, D.L. 541 and the adjacent lane to the Provincial Government. The proposed development makes the lane in this block surplus to the City's highway requirements.

I RECOMMEND that the lane in Block 71, D.L. 541 as shown outlined red on Plan LF 6904 be closed, stopped up and title taken thereto, subject to the following conditions:

- (a) The Provincial Government to pay the cost of removal or rerouting of all utilities.

Board of Administration Report, March 8, 1974 (WORKS - 2)

Clause 2 cont'd

(b) The closed lane to be subdivided with the abutting lots to form one parcel.

(c) The subdivision plan to be executed by the City and registered in the Land Registry Office.

(d) The consolidated site to be conveyed to the Provincial Government for the agreed price of 4.6 million dollars."

Your Board RECOMMENDS that the foregoing be approved.

FOR COUNCIL ACTION SEE PAGE(S) 463

Board of Administration, March 8, 1974 (BUILDING - 1)

BUILDING AND PLANNING MATTERS

A-4

RECOMMENDATION

1. Larwill Park Bus Depot

The Director of Permits and Licenses reports as follows:

"On October 23, 1973 Council approved the following recommendation of a Board of Administration Report (Property) matters:

'That the rental payable by B.C. Hydro for the period January 1, 1974 to December 31, 1978 be increased to \$190,396.43 per annum plus taxes on land and improvements as if levied.'

When approving the recommendation Council passed the following motion:

'MOVED

That the recommendation of the Board of Administration as contained in this clause be approved, but that the B.C. Hydro and Power Authority be requested to upgrade the passenger waiting rooms at the depot.'

The Assistant Director, Construction & Maintenance, reports that B.C. Hydro has submitted the following proposal to upgrade the passenger waiting rooms:

- a) construct a one storey extension to the existing Depot Building of approximately 3,300 sq. ft. in area, which would be used to accommodate baggage storage and offices;
- b) increase the size of the women's washroom by adding a lounge and a separate wash area;
- c) renovate the remainder of the public area by moving the lockers out of the existing waiting space;
- d) provide a new suspended acoustic ceiling with indirect lighting;
- e) carpet the waiting space;
- f) repaint and apply wall coverings to walls;
- g) replace existing wood benches with modern waiting room furniture.

The estimated cost to do the work is approximately \$100,000.00.

B.C. Hydro and Power Authority have now requested that they have assurance that their proposal is satisfactory to City Council.

It is our opinion that the proposal submitted by B.C. Hydro clearly meets Council's request to upgrade the passenger waiting rooms at the Depot.

It is RECOMMENDED that Council:

Accept the proposal of B.C. Hydro and Power Authority to upgrade the Depot waiting area as shown on drawings and specifications submitted to the Assistant Director, Construction & Maintenance."

Your BOARD RECOMMENDS approval of the recommendations of the Director of Permits and Licenses.

FOR COUNCIL ACTION SEE PAGE(S) 464

Board of Administration, March 8, 1974 (LICENSES - 1)

LICENSES AND CLAIMS MATTERS

A-5

RECOMMENDATION

1. Dance Halls - Extension of Closing Hours

A letter has been received from Mr. Sam Yehia requesting an amendment to the License Bylaw to permit Dance Graduation Parties to extend beyond the present closing times.

The Chief License Inspector reports as follows:

"Section 15 of the License Bylaw does not permit dancing in dance halls after 2 A.M..

The Chief License Inspector may grant a special permit to a responsible person, organization or society to extend the hours beyond the 2 A.M. closing hour.

The bylaw does not permit a person under the age of eighteen to be in a dance hall unless accompanied by a parent or guardian. City Council may grant a permit to the licensed operator of a dance hall to allow persons between fourteen and eighteen years of age to attend the dance hall subject to certain restrictions. One restriction provides for a closing hour not later than midnight. Mr. Yehia is not a licensed operator of a dance hall and would not be eligible for this permit.

A letter has been received from the Deputy Manager of Provincial Liquor Administration Branch suggesting that if the request of Mr. Yehia is approved there could be problems created for his inspectors and city authorities.

The Chief Constable reports this matter as follows:

'Reference the attached file and letter to City Council dated January 17th, 1974 from Mr. Sam Yehia. The problems enumerated by Mr. Yehia appear to be overstated. A check of traffic records for the City of Vancouver in the months of May and June since 1959, do not substantiate his "cold blank fact" regarding traffic casualties. While there is some increase in required police activity associated with some of the 'Graduation' celebrations, they cannot be considered to be a major police problem.

I question the benefits of organized all night dances because many of the more adventurous youth would not wish to participate in the structured and controlled activity.

It is presently within the power of the Chief License Inspector to grant special permit for extended hours for the over 18 youth. I do not believe that a change in the existing by-law is required or advisable.

A check of Central Records, Vice Section and P.A.S. shows only one reported incident involving Mr. Sam Yehia. On Dec. 8-9, 1973, members had occasion to attend at 'Image 1' - 661 Hornby St. regarding excessive drinking by youths at a 'pre grad' party for some 180 Vancouver Technical School students. The premises were checked by members of the Y.P.S. with Sgt. B.M. Smith and at that time Sam Yehia identified himself as the promoter and person in charge. He gave his age as 18 yrs. (dob Feb. 28/55) and address as 32 Glenmore Dr. W. Vancouver: - Phone - 922 9601. He stated that he owned his own company "Universal Promotions!" (Copies of PCs reports attached).

cont'd

Board of Administration, March 8, 1974 (LICENSES - 2)

Clause No.1 continued

A check of B.C. Telephone Information shows no listing for Universal Promotions or for Sam Yehia. The telephone no. - 922 9601 given by Mr. Yehia and shown on his letterhead, is listed to Edward Yehia at 815 Andover Cres. W. Vancouver. City Directory lists Edward Yehia as President of 21st Century Bldrs. s/a. 21st Century Bldrs. are not listed."

It is felt that the present bylaw regulation concerning the operation of dance halls provides the desired level of control.

RECOMMEND: That Mr. Yehia's request for an amendment be refused.
I have informed Mr. Yehia of this recommendation and he still wishes the matter be considered by City Council.

Your Board RECOMMENDS that the report of the Chief License Inspector be approved.

DELEGATION REQUEST - MR. S. YEHIA

FOR COUNCIL ACTION SEE PAGE(S) 464

Board of Administration, March 8, 1974 (FIRE - 1)

FIRE & TRAFFIC MATTERS

INFORMATION

1. Truck Routes and Bridge Capacity

The City Engineer reports as follows:

"On July 17th, 1973 City Council adopted a report from the City Engineer concerning truck operations in Vancouver. This report recognized two major tasks as follows:

- A. 'Amend our by-law to be compatible with Provincial regulations governing the movement of trucks within the province, and ensure that regulations contained in the by-law are realistic in terms of conditions existing today on Vancouver's streets.
- B. Critically examine Vancouver's truck route network with regard to the needs of the trucking industry and the effect of truck routes on adjacent residential areas, businesses, etc. From this examination, revise our truck route network to best serve the trucking industry at minimum public inconvenience.'

Part A concerning truck sizes and weights was dealt with in the July 17th report. However, in that report it was suggested that a further report covering Part B (Truck Routes) should be deferred until November 1973 to allow time to collect more data on truck movements, carry out further studies, and allow more contact with the truckers themselves.

In the last few months there has been a considerable amount of public concern over the use of certain streets by large trucks, which has been expressed mainly in the form of letters to various Aldermen and City Officials.

At this time further technical information is required concerning the load capacities of several bridges in the City. This bridge information must be considered during the truck route study because it could be a controlling factor in determining the location of some of the truck routes. A report is being forwarded to Council requesting authorization to hire consultants to carry out the bridge analysis. It is anticipated that if Council approves this report, bridge capacity studies will be completed in about three (3) months time. Under these circumstances the truck route report should be completed by about July of this year. The aforementioned letters would be dealt with immediately after the truck route network is approved. In the meantime, each person or agency who has written the City in the past four months on this matter will be furnished with a copy of this information report.

Your Board submits the foregoing report of the City Engineer for Council's INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 464

FINANCE MATTERS

RECOMMENDATION

1. Investment Matters (Various Funds) January, 1974

- (a) Security Transactions during the month of January 1974
- (b) Summary of Securities held by the General and Capital Accounts

(a) GENERAL AND CAPITAL ACCOUNT TRANSACTIONS (PURCHASES)

<u>Date</u>	<u>Type of Security</u>	<u>Maturity Date</u>	<u>Maturity Value</u>	<u>Cost</u>	<u>Term Days</u>	<u>Annual Yield %</u>
<u>Chartered Bank Deposits Receipts and Government Notes</u>						
Jan.10	Mercantile Bank of Canada	Jan.14/74	\$1,496,424.94	\$1,494,885.00	4	9.40
10	" " " "	Jan.14/74	994,793.72	993,770.00	4	9.40
14	" " " "	Jan.31/74	1,500,000.00	1,493,537.70	17	9.29
18	Bank of British Columbia	Jan.28/74	1,002,479.45	1,000,000.00	10	9.05
18	Mercantile Bank of Canada	Jan.21/74	985,469.36	984,716.66	3	9.30
21	" " " "	Jan.24/74	493,210.97	492,838.30	3	9.20
21	" " " "	Mar.22/74	1,015,534.25	1,000,000.00	60	9.45
31	Mercantile Bank of Canada	Feb.15/74	996,870.77	993,197.30	15	9.00
31	" " " "	Feb. 1/74	999,088.46	998,821.10	1	9.77
31	Ontario Hydro Commission	Mar.22/74	989,555.27	977,887.60	50	8.71
			<u>\$10,473,427.19</u>	<u>\$10,429,653.66</u>		

SUMMARY OF SECURITIES HELD IN
GENERAL AND CAPITAL ACCOUNTS ONLY AS AT JANUARY 31, 1974

(b)

<u>Type of Security</u>	<u>Par or Maturity Value</u>	<u>Cash or Book Value</u>
<u>Short Term</u>		
Chartered Banks Deposit		
Receipts and Government Notes	<u>\$24,095,464.50</u>	<u>\$23,497,533.93</u>
<u>Medium Term</u>		
B.C. Hydro & Power Authority		
7% Parity Bonds due Sept. 1/75	<u>\$ 398,000.00</u>	<u>\$ 401,525.59</u>

RECOMMENDATION

Recommended by your Board that the report of the Director of Finance on Investment Matters (Various Funds) for January, 1974 be approved.

2. Equipment Purchase - Financial Analyst

The Director of Finance reports as follows:

"The 1974 Finance Department Budget contains a request for an electronic calculator for the Financial Analyst who is attached to the Director of Finance Office.

The Analyst is heavily involved in the Five Year Plan and the False Creek Development and requires constant use of a calculator. Presently the Analyst must leave his office and attempt to locate a machine not in use in some other area. The Purchasing Agent has provided an estimate of \$575 for a calculator required for this type of work.

Clause #2 continued:

Therefore it is recommended that approval in advance of the 1974 Budget be given to purchase immediately an electronic calculator at an estimated cost of \$575."

Your Board recommends that the foregoing recommendation of the Director of Finance be approved.

3. Ambulance Service Contract

Your Board has received the following report from the Director of Finance:

"The current contract with Metropolitan Ambulance Services Limited expires March 31, 1974. However, the Province has recently indicated it will be taking over ambulance services effective July 1, 1974. In view of this announcement, we are recommending a continuation of our current contract on a month to month basis. This position is also being taken by Burnaby and New Westminster, who have agreed to continue the current sharing formula at least until July 1, 1974. Should the takeover not become effective in July 1974, New Westminster wishes to review the cost sharing formula between the three participating municipalities. A further report at that time would be required in that event.

Based on the budgets submitted by Metropolitan for years ending March 31, 1974 and March 31, 1975 the costs to Vancouver in comparison to past years actual expenses would be as follows:

<u>Year Ending</u>	<u>Vancouver Portion of Total Expenditures</u>	<u>Subsidy Cost to Vancouver</u>	<u>Percentage Increase over Prior Year</u>
March 31, 1972	\$ 805,289	\$336,605	
March 31, 1973	994,359	519,195	54.2%
March 31, 1974 Est'd	1,107,442	618,328	19.1%
March 31, 1975 Est'd	1,275,984	757,035	22.4%

Therefore costs to Vancouver for the full calendar year 1974 would be \$722,356. ($\frac{1}{4} \times 618,328 + \frac{3}{4} \times 757,035$). Anticipating that the Province takes over Metropolitan operations as of July 1, 1974 the subsidy cost to the City in 1974 is expected to be \$361,178.

It is therefore recommended that:

- (a) the current contract be extended by exchange of letters agreeing to a month to month extension of the present sharing basis between Vancouver, Burnaby and New Westminster.
- (b) the City make a final settlement with Metropolitan as of the date of the Provincial Government takeover, based upon the Internal Auditor's audit of operations to that date to the satisfaction of the Director of Finance.
- (c) all receivables and liabilities of the Company continue with the company in the transfer to the Province without any further commitment to or from the company in respect of the assets and liabilities of the company being considered as assets or liabilities of the City. In other words the City will not claim any equity in nor assume any responsibility for the assets or liabilities of Metropolitan Ambulance Services Ltd., beyond the contractual agreement to share in net operating costs of the operation in Vancouver."

Your Board RECOMMENDS that the above recommendations of the Director of Finance be approved.

Board of Administration, March 8, 1974 (FINANCE - 3)

4. Change of Key punch Equipment

The Co-ordinator of Data Processing & Systems reports as follows:

"The Data Processing and Systems Division currently has a Key Edit Key Punch System supplied by Consolidated Computer Inc. costing \$2,121 per month including PST. Consolidated is now selling a new version of the Key Edit System that is superior to the machine that the City currently has and will simplify some of our work. The monthly rental on the new machine would be \$1,938 including PST for a one-year lease or \$1,753 for a three-year lease.

It is recommended that the new Key Edit System be leased for a three-year period at a monthly cost of \$1,753, an annual saving of \$4,416, the machine to be installed in July, 1974.

There are two one-time costs involved in the acquisition of the new machine:

- (a) transportation of the old and new machine to and from Toronto - approximately \$800.
- (b) The new machines require a new type of working desk. Nine of these desks would be required at an approximate total cost of \$1,675.

RECOMMENDATIONS:

I recommend that:

- A. The new Key Edit Key punch System be leased to replace the present system, the length of the lease term to be three years, at a monthly cost of \$1,753.
- B. The transportation cost of approximately \$800 be approved.
- C. Nine new key punch desks be purchased at an approximate cost of \$1,675.
- D. The Equipment Rentals Account (7030/308) be reduced appropriately for 1974.
- E. The Mayor and City Clerk be authorized to sign a three-year lease contract with Consolidated Computer Inc., after the contract has been reviewed and approved by Corporation Counsel."

Your Board RECOMMENDS that the recommendations of the Co-ordinator of Data Processing and Systems be approved.

5. Liaison Co-ordinator - B.C. Centre Project

The City Engineer reports as follows:

"One of the requests of the Provincial Government in negotiations with the City on Blocks 51, 61 & 71 was that the City provide a special liaison coordinator for this project. Since most dealings with B.C. Centre during the remaining design and construction stages of the project are of an engineering nature, it has been decided that the co-ordinator should be in the Engineering Department. The Engineering Department has a Project Engineer working with Vancouver Centre but this is only one of his many duties and he cannot provide full time service as the Province has requested. Accordingly, since the City has agreed to provide the special liaison, it is now proposed to add an employee to the Engineering Department at Civil Engineer I level Pay Grade 28, for this purpose.

The City Engineer RECOMMENDS that a Civil Engineer I be added to the Engineering Department - Projects Section, at an annual cost of \$13,000 - \$16,000 (1973 Rates) and that \$700 be provided for furniture and accommodation.

The Director of Personnel concurs with this recommendation."

Your Board RECOMMENDS the foregoing report of the City Engineer be approved.

Cont'd . . .

Board of Administration, March 8, 1974 (FINANCE - 4)

INFORMATION

6. Tender Awards

The Purchasing Agent reports as follows:

"In accordance with Council policy, contracts for the following supplies were awarded by the Board of Administration/Purchasing Agent:

Communication Multi-Conductor Cable
Supply and Delivery of 24" and 30" Water Pipe
2 - 30" Butterfly Valves
Tabulating Cards
Riding Type Greens Mowers

Copies of the details of these tender awards are attached.

Your Board submits the foregoing report for Council's INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 464

A-8

Board of Administration, March 8, 1974 . . . (PERSONNEL - 1)

PERSONNEL MATTERSRECOMMENDATION

1. Hiring Preference - Permanent Employees, Provincial Court, Probation Services, (including Juvenile Detention Home) Prosecutor's and Coroner's Departments

On April 1, 1974 the Provincial Government will be assuming responsibility for the above mentioned Departments and the staff involved will become employees of the Province.

The Vancouver Municipal and Regional Employees' Union has requested that priority be given to those permanent employees of these Departments who might prefer to return to work for the City of Vancouver.

Following discussions with the Business Manager of the Union, agreement has been reached on the practices to be followed.

It is recommended that effective April 1, 1974, and for a two year period thereafter, applications for employment with the City of Vancouver, the Board of Parks and Public Recreation and civilian positions under the Board of Police Commissioners, received from permanent employees of these Departments, who as of April, 1974 were permanent employees of these Departments, be given equal consideration to that given to applications from permanent employees of the City, the Board of Parks and Public Recreation, and non-uniformed staff under the Board of Police Commissioners.

These arrangements are similar to those which Council approved for employees of the Welfare and Rehabilitation Department at its meeting of February 25, 1974.

YOUR BOARD RECOMMENDS that the foregoing recommendation be approved.

2. Travel by Buyer to Toronto - Combines Investigation Trial

The Director of Finance reports as follows:

"A senior buyer of the Purchasing Division, Mr. Jim Sydenham, has been informed that he will be subpoenaed to appear as a Crown witness in a combines investigation trial to be held shortly in Toronto.

Within the last month the City has on request supplied copies of bids received over a four year period for tenders on lamps, ballasts and luminaires. Subsequently we were advised that it will be necessary to have the person responsible for the processing of the above noted tenders to appear in Toronto and give evidence. Mr. Sydenham dealt with the majority of the tenders and it is anticipated the he will be required in Toronto for approximately seven days.

Costs

The information received to date is that the Federal Government will pay the return air fare and an allowance of \$35.00 per day for food and accommodation. There is no provision for salary costs lost by the City while Mr. Sydenham is absent.

cont'd ...

Board of Administration, March 8, 1974 . . . (PERSONNEL - 2)

Clause No. 2 (cont'd)

It is RECOMMENDED that since Mr. Sydenham will be incurring expenses related to his employment with the City that his travel expenses should be based on normal City allowance and that any minor expenses not recoverable from the Federal Government be paid for by the City."

Your Board RECOMMENDS that the foregoing recommendation of the Director of Finance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 464, 465

Board of Administration, March 8, 1974(PROPERTIES - 1)

PROPERTY MATTERS

RECOMMENDATIONS

1. Lease Renewal - 10' Portion of Lane Adjacent to Lots
15 & 16, Block 287, D.L. 526
Situated 1800 Block West 7th Ave.

The Supervisor of Property and Insurance reports as follows:

"The B.C. Teachers Federation dedicated for lane purposes, the North 10' of Lots 15 & 16, Block 287, D.L. 526, situated in the 1800 block West 7th Avenue. By resolution of Council, dated March 9, 1965, the ten foot strip was leased back to the Federation for a five year term at a rental of \$1.00 per annum, subject to a 30 day notice of cancellation.

The lease has now expired, and in response to a request for a renewal, the City Engineer has approved a further term of five years, commencing March 1, 1974, at an annual rental of \$160.00, and on the same terms and conditions as the previous lease. The B.C. Teachers Federation has agreed to the foregoing terms and it is therefore

RECOMMENDED that the portion of lane formerly the North 10 feet of Lots 15 & 16, Block 287, D.L. 526, be leased to B.C. Teachers Federation for a five year term, commencing March 1, 1974, at a rental of \$160.00 per annum, subject to the same terms and conditions as contained in the lease dated March 9, 1965.

Your Board

RECOMMENDS that the foregoing recommendation of the Supervisor of Property and Insurance be approved.

2. Extension of Property Insurance Policy

The Supervisor of Property and Insurance reports as follows:-

"On July 3rd, 1973, City Council approved the quotation submitted by Reed Shaw Osler Limited to renew the City's Property Insurance Policy for a three year term expiring August 1st, 1976.

Upon receipt of major insurance policies, it is customary to forward copies of the contract wording to the Legal Department and to Mr. D. Macdonald, the City's insurance consultant, prior to acceptance by the City. In this instance, Mr. Macdonald, in conjunction with the Law Department, reported that "the renewal policy is completely in line with the Broker's quotation in regard to coverage and premium."

In addition, Mr. Macdonald noted relevant points which were revealed in the course of renewing the insurance, all of which have now been taken under advisement or resolved except for the following in which he states:-

"The new policy requires the City to provide a review of values following each annual anniversary date of the insurance. Provision is also made for a three month grace period following the August 1st anniversary, i.e., November 1st.

This policy condition would not be considered too inconvenient until the three year renewal comes due. On these three year occasions, it would be desirable that the presentation to underwriters be made available some three months prior to the actual expiration of the policy, i.e., May 1st and should be as current as possible.

Clause 2 Cont'd

It has been suggested that a more convenient time for renewal, allowing for conditions in the insurance industry as a whole, as well as the valuation problem, would be April 1st.

This objective could be accomplished by extending the existing policy by eight months to expire April 1st, 1977."

In view of the foregoing, the Supervisor of Property and Insurance contacted Reed Shaw Osler Limited to seek their reaction to the proposal. (The firm has recently merged with a large eastern company and is now Reed Shaw Stenhouse Limited).

A letter has now been received from Mr. B.R. Sibbald, Vice President, Reed Shaw Stenhouse Limited, stating that underwriters would be prepared to accept an eight month extension of the policy to expire on April 1st, 1977. The additional premium for the eight month period would be \$52,860.00, based on a pro-rata premium extension on current insurable values.

Your officials are of the opinion that the policy extension as proposed by Reed Shaw Stenhouse Limited would resolve the problem of valuation deadlines without upsetting the existing low premium rating.

It is, therefore,

RECOMMENDED that the proposal submitted by Reed Shaw Stenhouse Limited to extend the City's Property Insurance Policy to April 1st, 1977 be accepted."

Your Board

RECOMMENDS that the foregoing recommendation of the Supervisor of Property and Insurance be approved.

3. Sale of Properties

RE: Lot H, Block 32, D.L. 332, Plan 14614,
S/S Ancaster between Fraserview & Harrison
Zoned: RS - 1

<u>NAME</u>	<u>LOT</u>	<u>APPROX. SIZE</u>	<u>SALES PRICE</u>	<u>E.M.V.</u>	<u>TERMS</u>	<u>CONDITIONS</u>
Starlight Construction Ltd	H	Irregular	\$40,600.00	\$37,000	City Terms at 9 3/4%	-----

Your Board

RECOMMENDS that the foregoing sale by tender, received by the Supervisor of Property and Insurance be approved under the terms and conditions set down by City Council, being in this case the highest offer received.

Board of Administration, March 8, 1974(PROPERTIES - 3)

4. Alterations to Comply with New Fire By-Law Requirements,
Englesea Lodge -- 2046 Beach Ave.

The Supervisor of Property and Insurance reports as follows:-

"The Englesea Lodge is an older 45 unit suite, six-storey apartment block, located on the waterfront side of Beach Avenue, adjacent to the entrance to Stanley Park.

City Council, on March 14, 1967, approved the acquisition of the property for park purposes, for the sum of \$375,000.00 on the following basis:-

- a. 50% of the purchase price to be provided from Parks By-Law Funds in the 1966 to 1970 Five-Year Plan by deferment of other purchases presently anticipated.
- b. the balance of 50% to be provided from the Land Purchase Fund for Future Civic Purposes, this Fund to be reimbursed as far as possible from the annual net revenue, after taxes, obtained from the operation of the Lodge, pending its demolition.
- c. that the balance remaining as a charge against the Land Purchase Fund at the time when it is determined that the building should be demolished, be a charge against Park By-Law Funds beyond 1970.

It was further recommended that:-

'Council continue to operate the property as an apartment until the Land Purchase Fund has been fully reimbursed or for a period of ten years, whichever is the greater.'

A petition dated November 13, 1967, was addressed to His Worship the Mayor and City Council, protesting a proposed increase in suite rentals. An extensive survey of comparable rentals was carried out for report to Council and on April 23, 1968, Council approved a program of increasing those rent which were low, to properly relate the rentals within the building, by \$10.00 per month at 8 or 12 month intervals and thereafter to increase rents on existing tenancies by 10% per annum until a market or economic rent is established. All new rentals to be set on the basis of market rental.

In accordance with Council's instructions, a rental structure was established to allow for the deferred maintenance, renovations and repairs to put the building in condition to operate for a ten-year period and to reimburse the Land Purchase Fund. To maintain this rental level, increases have been implemented at various intervals. The average annual increase since 1969 has been 4.5%, and the last general increase took place in June, 1972. A further increase with an overall average of 10.6% is due at this time.

We are now faced with the additional expense for the alterations and installations required to comply with the new Fire By-Law, for which there are two alternatives:-

- A. To alter the building to provide two enclosed stairwells and a one-hour fire resistance rating in all corridors and egress ways:
- B. To provide an approved sprinkler system to all rooms and areas throughout the building.

Preliminary surveys and costs estimates have been carried out and costs in the realm of \$67,000.00 are indicated for either alternative.

This expenditure, while mandatory, cannot reasonably be passed on to the tenants by an additional rental increase, but can be recaptured from revenue, by operation of the apartment for an estimated three years past the original target date of 1977.

It is RECOMMENDED that the Supervisor of Property and Insurance be authorized to retain consultants to prepare plans and specifications, and to obtain comparative quotations for the Fire By-law requirements, for later report to Council.

It is further RECOMMENDED that the Supervisor of Property and Insurance be authorized to implement rental increases as noted in the above report."

Board of Administration, March 8, 1974(PROPERTIES - 4)

Clause 4 Cont'd

Your Board

RECOMMENDS that the foregoing Recommendations of the Supervisor of Property and Insurance be approved.

INFORMATION

5. Demolitions

The Supervisor of Property & Insurance reports as follows:-

"I have received and opened quotations from various contractors for demolition of the structures listed below and have awarded the contract to the low bidders as noted:-

<u>Property</u>	<u>Project</u>	<u>Successful Bidder</u>	<u>City to Pay</u>	<u>Code No.</u>
545 E. Cordova Street, Lot 24, Block 53, D.L. 196	Public Housing For Single People	P. Blackall	\$ 940.00	565/1301
1502 Rupert Street, Lot 1, Blk. 3, Sec. 29, T.H.S.L.	Rupert Park Extension	Litchfield Bulldozing & Demolition Ltd.	\$ 515.00	4189
378 E. Cordova Street, Lot 14 Amd., Blk. 56, D.L. 181-196	Public Housing For Single People	George Mays	\$ 950.00	565/1202
1521-23 Parker Street, Lot 21, Block 24, D. L. 264A	Britannia Community Services Centre	John Bulych	\$ 595.00	5830/428
2321 Guelph Street, N. 1/2 of E. 1/2 of Blk. 104, D.L. 264A	Park Site No. 10	F. T. Gormley	\$ 675.00	4189/
274-78 Union St. & 809 Gore Avenue, Lots 30 & 31, Blk. 21, D.L. 196	Georgia Viaduct Replacement	Johnston & McKinnon Demolitions Ltd.	\$2,900.00	172/1120

The above contracts have been confirmed by the Board of Administration and are reported to Council for INFORMATION."

Your Board submits the foregoing report of the Supervisor of Property & Insurance to Council for INFORMATION.

FOR COUNCIL ACTION SEE PAGE(S) 465, 466

B-1

Department Report, March 8, 1974 (WORKS - 1)

WORKS & UTILITY MATTERSRECOMMENDATION:

1. 15th Avenue - Commercial Drive to Victoria Drive,
Pavement Width

The City Engineer reports as follows:

"Alderman Rankin requested a report on the proposed pavement width for 15th Avenue between Commercial Drive and Victoria Drive because of a concern raised by the residents about the pavement width. The local improvement petition form sent to residents stated that the proposed width was to be 36 feet from Commercial Drive to the lane east and 27 feet from the lane east of Commercial Drive to Victoria Drive. The residents want the pavement width to be 'not less than 33 feet'.

This report outlines the current conditions on 15th Avenue, discusses the philosophy of pavement widths in general and recommends a pavement width for 15th Avenue.

Current Conditions

15th Avenue is classified a local residential street in the City street system and has a strip pavement approximately 30 feet wide from Commercial Drive to Findlay Street and a spray cap surface approximately 18 feet wide from Findlay Street to Victoria Drive. The immediate area is zoned RT-1 (two family dwellings). Approximately three-quarters of the properties on the south side of 15th Avenue are double fronting on 15th Avenue and 16th Avenue. The properties on the north side of 15th Avenue have lane access and a number of properties have garages off the lane. The physical layout is shown on the attached sketch. This section of 15th Avenue extends from Commercial Drive to the lane east of Victoria Drive.

Pavement Widths In General

The determination of pavement widths on residential streets must take into consideration the overall concept of the City's transportation system. The pavement width standard for local streets (27 feet) has been developed with the objective of limiting such a street to use by local traffic and not encouraging through traffic. The attached report (submitted to Council in 1966) sets out in detail the philosophy behind this standard residential pavement width in the City. Unusual conditions do result in modifications to the standard; for example, when a local street intersects an arterial street that has other than residential use (commercial, etc.) a wider width (36 feet) is established on the local street for a short length back from the arterial to accommodate the additional parking and circulation that takes place.

Pavement Width Recommended For 15th Avenue

Our review of 15th Avenue found no conditions that indicated a wider than standard residential pavement width was required east of the 36 feet recommended from Commercial Drive to the lane east. On-street parking density (which is the major factor in the convenience for driving on local streets) was checked and found to be from 25% occupancy in mid-afternoon to 40% occupancy in mid-evening. Such densities allow sufficient gaps in parked vehicles to allow two cars to pass with a minimum of inconvenience. In actual fact because of the double fronting properties between 15th Avenue and 16th Avenue some of the residents have a higher than normal level of service related to street access.

Accordingly, it is RECOMMENDED that the pavement width for 15th Avenue from Commercial Drive to Victoria Drive be 36 feet from Commercial Drive to the lane east and 27 feet from the lane east of Commercial Drive to Victoria Drive."

FIRE & TRAFFIC MATTERS

RECOMMENDATION

1. Street Closure - Alexander Street from Main Street to Maple Tree Square

The City Engineer reports as follows:

"In a letter dated February 26, 1974, the St. Patrick's Day Parade Committee request that Alexander Street from Main Street to Maple Tree Square be closed to vehicular traffic on Sunday, March 17, 1974 from 12:00 noon to 6:00 p.m.

The purpose of the street closure is to provide an area where Irish music, singing and dancing may be staged following a St. Patrick's Day Parade which is planned for the same day. The closure will also provide a dispersal area for the Parade floats.

There are no objections to the proposal from a Police Department or Traffic Engineering standpoint, and transit is not affected.

Vancouver Supply Company at 25 Alexander Street and H.A. Borgerson Ltd. at 41 Alexander Street were opposed to similar street closures in June, 1973 but were cooperative provided that vehicular access to their premises was maintained.

Arrangements can be made with the Committee to supervise and be responsible for the maintenance of this access.

Accordingly, it is RECOMMENDED that the St. Patrick's Day Parade Committee be permitted to close to vehicular traffic, Alexander Street from Main Street to Maple Tree Square on Sunday, March 17th, 1974 from 12:00 noon to 6:00 p.m. subject to the following conditions:

- A. The applicants enter into an arrangement satisfactory to the Corporation Counsel indemnifying the City against any claims that may arise from the street closure.
- B. The cost of temporary traffic controls be borne by the applicants.
- C. The cost of any street cleaning required over and above normal street cleaning be borne by the applicants.
- D. Any electrical fittings on the street be to the approval of the City Engineer.
- E. That the St. Patrick's Day Parade Committee be responsible for providing supervision to ensure that vehicular access, for those merchants requiring the same, is provided and maintained."

FINANCE MATTERS

B-7

RECOMMENDATION

1. Assessment Appeals

The Corporation Counsel and the Assessment Commissioner submit the following report:

"For the year 1974 (as was done in 1972 and 1973), the Assessment Commissioner placed three companies, which have contracts with the National Harbours Board, on the assessment roll as occupiers of Crown lands. The companies and the areas are as follows:

- | | |
|------------------------------------|--|
| <u>Empire Stevedoring Co. Ltd.</u> | - Crown property as shown on N.H.B. Plan No. 5-B-2-842 |
| <u>Canadian National Railways</u> | - Crown property as shown on N.H.B. Plan No. 5-B-2-843 |
| <u>Casco Terminals Limited</u> | - Crown property as shown on N.H.B. Plan No. 5-B-1-513 and Crown property as shown on N.H.B. Plan No. 5-B-1-512A |

These areas are commonly known as Centennial West, Centennial East, Lapointe and Ballantyne Piers.

At the 1974 Court of Revision hearings each of these companies and the Department of Justice appealed the Commissioner's decision, and by a two to one decision the Court of Revision decided that the aforementioned companies were not in fact "occupiers" of the above mentioned lands.

The Corporation Counsel and the Assessment Commissioner are of the opinion that the decision of the Court of Revision is not correct, and the consent of Council is required to bring an appeal. Accordingly

IT IS RECOMMENDED that Council consent to the Assessment Commissioner appealing the decision in respect of each of the above properties to the Assessment Appeal Board, and that all necessary fees be paid in compliance with the Assessment Equalization Act.

2. Harbour Park Developments Limited

The Director of Finance and Corporation Counsel reports as follows:

As Council is aware, the City of Vancouver is the sole owner of the shares of Harbour Park Developments Limited, following the plebiscite in 1973 and Council's actions to acquire the Company thereafter. Plans are proceeding for the disposal of a portion of the property in accordance with Council's action, in order to recover the cost of the Company over and above \$2,000,000 for parks. The Mayor, Director of Finance, and the Corporation Counsel are the City's Board of Directors for Harbour Park Developments Limited.

Because of the largely vacant nature of the site owned by Harbour Park Developments Limited, plus the fact that the Company is leasing a portion of the property from the National Harbours Board, and further the necessity for the Company to pay property taxes to the City of Vancouver on the property, amounting to approximately \$140,000 in 1974, the Company operates at a fairly substantial net loss per year. This of course is another reason to implement Council's proposal for the property as soon as possible.

Departmental Report, March 8, 1974 (FINANCE - 2)

Clause #2 continued:

Under the special legislation which was obtained at the fall session (being the Vancouver Enabling Act 1973) the City has all the powers necessary to deal with Harbour Park Developments Limited and implement Council's policies with respect to the properties. This power also includes that necessary for the City to loan money to Harbour Park Developments Limited for operating purposes. An analysis of the expected operating loss of Harbour Park Developments Limited for approximately the next year (even though it is hoped that the property will be disposed of before then and the Company wound up) indicates a net operating loss of approximately \$170,000.

We therefore RECOMMEND that the City Council approve the City of Vancouver advancing operating funds up to \$200,000 to Harbour Park Developments Limited, as required to cover the Company's operating deficit, including the payment of real property taxes to the City. The Company will issue a proper debt instrument to the City and the Board of Directors of the Company have passed the necessary resolution authorizing such borrowing from the City.

Special Note: If the eventual wind-up of the Company results in net cost to the City in excess of the \$2,000,000 for the park portion, then the City will have to absorb that loss, probably in the Supplementary Capital Budget.

FOR COUNCIL ACTION SEE PAGE(S) 467

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON HOUSING

February 26, 1974

A meeting of the Standing Committee of Council on Housing was held in the #2 Committee Room, third floor, City Hall, on Tuesday, February 26, 1974, at approximately 10:30 a.m.

PRESENT: Alderman Harcourt (Chairman)
Alderman Rankin
Alderman Massey (arrived later in the meeting)

COMMITTEE
CLERK: R. Demofsky

Adoption of Minutes

The Minutes of the meeting on February 5, 1974 were adopted.

INFORMATION1. Anchor Hotel

On January 7, 1974, the management of the Anchor Hotel was fined \$250 for failure to maintain the premises in a clean and sanitary condition. At a meeting of your Committee on February 5, 1974, Mr. D. A. Morgan, Director of Environmental Health, advised that the Anchor's management was slowly improving the premises. However, the rate at which improvements were occurring was unsatisfactory to your Committee, and Mr. Morgan was instructed to reinspect these premises advising management that quicker and more positive action was required to bring these premises up to standard if they were to retain their rooming house license.

At today's meeting, Mr. Morgan reported that upon last inspection definite improvements had occurred. He reported that the rooms were warm, the bedding was clean, the plumbing was in working order and that 2 floors had been newly painted. It was also reported that 100 mattresses needed replacing. In conclusion, Mr. Morgan stated that the living conditions in this hotel had reached minimal standards and recommended that the hotel be allowed to retain its rooming house license. He also pointed out that major renovations required will be covered in the requirements of the Fire and Lodging House Bylaws. After a brief discussion your Committee

RESOLVED

That further consideration of this matter be deferred pending report back from the Director of Environmental Health in one month's time, on further improvements in the management of the Anchor Hotel.

cont'd

Standing Committee of Council on Housing 2
February 26, 1974

RECOMMENDATION

2. Senior Citizens Housing Site
Association of Benevolent Craftsmen - Conditions of Sale

The attached Planning Department report dated February 19, 1974, was presented. This report recommended the following conditions of sale:

- a. The price agreeable to the City of Vancouver to be negotiated by the Supervisor of Property and Insurance.
- b. Lots 10 to 24 and the east 13 feet of Lot 25 plus the adjacent lanes be consolidated into one legal parcel at the expense of the Association.
- c. The Association enter into any necessary bulkhead or easement agreements with the City of Vancouver.
- d. The Association pay for the relocation of existing sewers (estimated at \$25,000) or alternatively enter into appropriate easement agreements.
- e. The Association pay for the cost of securing a 10 ft. x 10 ft. cut-off of Lot 26 for lane purposes.
- f. The Association secure the necessary rezoning. It is proposed that the Association would make the necessary rezoning application and, prior to public hearing, take steps to advise the adjoining community of its intentions.
- g. The Association obtain a development permit. The development shall be subject to the approval of the Technical Planning Board and shall be subject to a maximum Floor Space Ratio = 0.75 (to be measured in accordance with the RM-3 District Schedule) and a height limit of two storeys plus a cellar, or one storey plus a basement.
- h. An option to repurchase the land at the net sales price in favour of the City of Vancouver should construction not commence within twelve months from the date Council approves the recommendations in this report. Commencement of construction shall be considered to be the point where the foundations have been poured and completed.
- i. Date of sale to be ninety days from the date of approval of this report or the date of issuance of the development permit, whichever is the sooner."

After a brief discussion your Committee

RECOMMENDED

That Council approve the sale of city-owned land on the west side of Renfrew Street between 5th and 6th Avenues, being Lots 10 to 24 and the East 13 ft. of Lot 25, plus city lanes, to the Association of Benevolent Craftsmen, subject to recommendations as outlined in report of Planning Department above.

Further that Council permit the project to proceed on a grant-in-lieu of taxes basis, but that the Provincial Government be urged to change its policy in regards to senior citizen housing to permit municipalities to receive municipal taxes on senior citizen housing.

cont'd

Standing Committee of Council on Housing 3
February 26, 1974

INFORMATION

3. Activities for Greater Vancouver Regional District

The Committee had before it the Greater Vancouver Regional District Housing Department Report - 1973 for discussion. A general discussion took place regarding the financing of modest income housing and it was

RESOLVED

That representatives of C.M.H.C., G.V.R.D. and the Provincial Government meet with the Standing Committee on Housing to discuss:

- (a) Funds available under Sections 43 and 15 of the National Housing Act;
- (b) Funds available for development of:
 - (i) apartment houses (1 to 3 bedrooms)
 - (ii) town houses
 - (iii) other area e.g. single family dwellings.

The Committee recessed at approximately 11:05 a.m. to reconvene In-camera.

* * * * *

FOR COUNCIL ACTION SEE PAGE(S) 467

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
COMMUNITY DEVELOPMENT

FEBRUARY 28, 1974

A meeting of the Standing Committee of Council on Community Development was held in the Council Chamber, Thursday, February 28, 1974 at approximately 7:30 p.m.

PRESENT: Alderman Volrich
Aldermen Harcourt and Rankin

ABSENT: Alderman Marzari (on civic business)

CLERK
TO THE COMMITTEE: R. Henry

INFORMATION

1. Illegal Suites

When dealing with the matter of Illegal Suites the Committee on January 7, 1974 passed the following resolution:

"THAT the Committee meet with interested groups and persons to discuss the existing "Illegal Suite" policy as it particularly relates to the following areas:

Hastings Sunrise
Kensington Cedar Cottage
Riley Park
Kitsilano
West Point Grey
Woodlands Grandview

The foregoing appear to be the areas now having a large number of secondary suites and the areas which may be interested in the consideration of a new zoning category to permit such secondary suites as either conditional or outright use."

Pursuant thereto, the Committee arranged for advertising to appear in daily and local newspapers and as a result of the ads held a public meeting this day.

The Chairman opened the meeting by reviewing the existing policy and giving the history of the situation. The meeting was advised that the present vacancy rate in the City is .2%, whereas in 1963 it was 3.7%. The Chairman went on to explain that it was the intention of Council that where the residents of an area do not wish a change in zoning to permit secondary suites as either conditional or outright use, then the wishes of the residents would be respected.

Following the Chairman's remarks delegations were heard as follows:

- a) West Point Grey Civic Association (Mr. James Frew)

Standing Committee of Council
on Community Development

February 28, 1974 2

Clause 1 cont'd

- West Point Grey should remain as a single family dwelling area within the provisions of the existing by-law. Sympathetically support giving relaxation to hardship cases where the resident home owner is depending upon income, but oppose relaxations in favour of landlords who are not residing on the premises. Temporary hardship permits should not be continued after the property has been sold or the status of the home owner has improved. (brief filed.)

b) Mr. T. F. Davie

- Proposed that the present hardship policy be abolished and referred to specific properties where he felt inspection should be carried out.

c) North-West Point Grey Home Owners Association (Mr. T. Hilmington)

- Objected to present policy and suggested a referendum be held to permit voters to register their views on illegal suites.

d) West Broadway Citizens' Committee (Mr. Jack Khouri)

- Related the history of the illegal suite situation and referred to the shortage of housing and proposed that suites be controlled. He referred to the residential character of Kitsilano and emphasized that families should be encouraged to remain in the area, and opposed apartments being built that do not provide for families. Housing should be provided where the need is most acute and quality of suites or housing should meet all by-law standards. Resident ownership of illegal suites should be permitted only. Local area planning process should be utilized to obtain opinion as opposed to a referendum.

e) Carol Schmidt

- Suggested Council had lost control of the planning process. She gave an example of a house in a single family area that bought for \$28,000 3 years ago with poor accommodation in the basement suite and sold recently for \$60,000. Proposed existing standards be improved and any costs charged to the person selling the property or real estate agent. Recreational and schooling needs should be examined if additional conversions are planned.

f) Mr. Glen

- Commented on the housing shortage. Also suggested that owners have residency on the premises.

g) Mr. William Hallom

- Referred to the West End high density and suggested illegal suites should be allowed to continue and referred to the lack of safety in high rises should fire occur.

Standing Committee of Council
on Community Development
February 28, 1974 3

Clause 1 cont'd.

h) Mrs. Piggott

- Suggested that illegal suites be permitted where hardship is proven. The standard of suites should be examined. Plebiscite is the only fair way to determine residents' wishes before zoning.

i) Mr. Glen Robertson

- Referred to the lack of control with substandard suites and suggested that owners be taxed according to the revenue from the suites and also indicated the necessity for suites because of the housing shortage.

j) Mrs. M. Mitchell (Frog Hollow Information Centre)

- Suites to meet a standard to be set by a Housing Committee of Council. Inspection to be carried out by City inspectors with the cost borne by registration fee. The registration fee to be utilized for a free central housing registry. Provincial Government to be approached to assist home owners upgrade existing suites or create new suites. More rental units to be provided at a reasonable cost. (Brief filed)

The Committee then adjourned after explanation by the Chairman that officials and the Committee would be giving further consideration to this illegal suite policy.

The Committee adjourned at approximately 9:00 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 468

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON SOCIAL SERVICES

February 28, 1974

A meeting of the Standing Committee of Council on Social Services was held on Thursday, February 28, 1974 in the No. 1 Committee Room, third floor, City Hall, at approximately 1:30 p.m.

PRESENT: Alderman Rankin (Chairman)
Aldermen Gibson, Hardwick and Marzari

ALSO PRESENT: Mr. J. Denofreo, Executive Assistant
to the Minister of Human Resources

CLERK: M. Kinsella

The Minutes of the meetings of February 7 and 14, 1974 were adopted.

RECOMMENDATION

1. Use of City-owned lands for Day Care

The Committee at its meeting of January 24, 1974, when considering a report from the Supervisor of Property & Insurance dated January 18, 1974 listing various City-owned sites which might be made available by the City for Day Care, referred the list to the Day Care Information Centre for review in conjunction with appropriate day care groups and the Community Care Facilities Licensing for report back to the Committee with comments on their suitability and recommendations re use of specific sites amongst those listed in the report.

Mr. Paul Murphy, Day Care Information Centre, advised that, to date, a number of City-owned sites have been inspected by representatives of the Day Care Information Centre and the day care group from the area concerned. Before any decisions can be made with respect to the suitability of these sites, inspections are required by the Community Care Facilities Licensing office. It is hoped that these inspections will be carried out within a week or so.

Mr. Murphy made specific reference to the Fairview Slopes Day Care group's activities with respect to location of a suitable site for day care. There are three sites currently under consideration by this group, some of which are on Provincially owned land. Mr. Murphy hopes to have a recommendation before the Committee from the Fairview Slopes Day Care group within the near future. He will also report back at that time on the results of the negotiations with the Province on the use of their land for day care.

Mr. Murphy advised that the Board of Parks & Public Recreation has submitted to him a number of sites which could be considered for use for day care. He is presently awaiting a report from the School Board with respect to use of school premises and land for day care. The Committee requested that this matter be expedited for an early report back to the Committee on Park and School Board sites for use by day care.

Clause No. 1 (cont'd)

The Day Care Information Centre has completed a survey of day care needs in the West End. The West End Planning Team have indicated their willingness to meet with the Committee and representatives of the Day Care Information Centre to discuss the survey of day care needs in the West End.

Mr. Murphy advised that the City-owned land, Lots 14 and 15, Block 265, D.L. 526, situated on the northwest corner of 6th Avenue and Maple Street, has been inspected by representatives of the Day Care Information Centre and the Kitsilano Day Care Society for use for day care. Mr. Murphy, on behalf of the Kitsilano Day Care Society, requested City approval for the use of this site for a day care centre.

Following further discussion, it was

RECOMMENDED

- A. THAT Council make available to the Kitsilano Day Care Society the City-owned site at 6th Avenue and Maple Street (Lots 14 and 15, Block 265, D.L. 526) for day care on the basis of a two year lease at \$1.00 per year and request the City Engineer to submit estimates on the costs of servicing this site
- B. THAT the Standing Committee on Social Services meet with representatives of the Day Care Information Centre and the West End Planning Team at an early date to consider the West End Day Care Survey;
- C. THAT the oral report of Mr. P. Murphy, Day Care Information Centre, be received.

2. Child Care Facility for Civic Employees

Alderman Marzari queried the Director of Permits and Licenses and other officials present on progress with respect to establishment of a child care facility for civic employees. It was noted that part of the model school site at 12th Avenue and Ash Street may be available for use by the City for a day care site. Your officials have had some exploratory discussions with the School Board, who seem amenable to the proposal. However, the property is owned by the Province and therefore their concurrence to the proposal should also be obtained.

RECOMMENDED

THAT Council request the School Board to approve use of part of Model School site for use as a day care facility for civic employees, subject to the concurrence of the appropriate Provincial Government Department.

3. Mental Patients Association

Representatives of the Mental Patients Association appeared before your Committee to discuss problems encountered with the Department of Permits and Licenses. The following list of inspections by

cont'd ...

Clause No. 3 (cont'd)

the Department of Permits & Licenses was submitted to support their contention that their programmes are being impeded by City Inspectors:

- Dec. 10, '73: M.P.A. Residence, 1754 West 11th - visited by Mr. Jim Curran, Dept. of Permits & Licenses.
- Jan. 24, '74: M.P.A. Residence, 141 East 7th - visited by Mr. Hipper-son, Dept. of Permits & Licenses, and by a representative of the Fire Marshal's Dept.
- Jan. 28, '74: M.P.A. Residence, 1838 West 3rd - visited by Mr. Haughey, Dept. of Permits & Licenses.
- Jan. 29, '74: M.P.A. Residence, 141 East 7th - visited by Mr. A. Granger, District Housing Inspector, Dept. of Permits & Licenses.
- Jan. 29, '74: M.P.A. Residence, 2620 West 12th, - visited by Mr. Haughey, Dept. of Permits & Licenses.
- Jan. 31, '74: former M.P.A. Residence, 369 East 21st - visited by Mr. Haughey, Dept. of Permits & Licenses.
- Feb. 11, '74: M.P.A. Residence, 1838 West 3rd - visited by W. B. Hampton, Public Health Inspector.
- Feb. 12, '74: M.P.A. Residence, 1656 East 4th - visited by A. Granger, District Housing Inspector, Dept. of Permits & Licenses.
- Feb. 20, '74: M.P.A. Drop-In Centre, 1982 West 6th - visited by representative of Permits & Licenses who wanted to know if we were still operating as a Drop-In. Through the Standing Cmte. on Social Services we were granted an eviction reprieve until March 1, '74. We may soon receive another notice to vacate and our new Centre will not be ready until at least April 1.

The Director of Permits and Licenses reviewed these inspections with your Committee as follows:

- 1754 West 11th: There are still several requirements out-standing under the Building By-law, i.e. minor alterations required such as the doors being altered to comply with the Fire By-law regulations. Representatives of the Mental Patient's Association undertook to carry out the necessary requirements.
- 141 East 7th: Inspections of this property resulted from neighbours complaints. It was found that the number of people residing there was in contravention of the number permitted in a one-family dwelling, as defined by the Zoning and Development By-law. On being advised by the Director of Permits and Licenses that any person may make application for a development permit, the Mental Patients Association representatives undertook to do so.
- 1838 West 3rd: Inspection resulted from a complaint to the Fire Warden's office. On inspection by the Building Inspector, it was referred to the Health Department because of the untidy condition of the premises. The Mental Patients Association representatives undertook to maintain this property in a better condition.
- 2620 West 12th: This was a routine inspection by the Department of Permits and Licenses.
- 1982 West 6th: This was inspected by representatives of the Department of Permits and Licenses to determine whether the Mental Patients Association would be vacating the premises on February 1st as indicated to the Standing Committee on Social Services on November 15, 1973.

cont'd ...

Clause No. 3 (cont'd)

With respect to the property at 1982 West 6th Avenue, the Mental Patients Association advised that they had hoped to vacate the premises by February 28, 1974, however, they have encountered some problems in locating alternate accommodation and would request the Committee grant them an extension of occupancy until April 1st. The Director of Permits and Licenses advised that there is a development permit application on file for this property which has not been dealt with because of Council's decision to permit continued occupancy of these premises by the Mental Patients Association to February 1st. If the development permit is proceeded with on March 1st, the Mental Patients Association will be given 30 days to cease and desist operating the premises as a boarding home and therefore no further action is required of the Committee.

There was further discussion on the premises at 141 East 7th Avenue, on which the Mental Patients Association have 21 days to bring the property up to the requirements of the City's By-laws. The Director of Permits and Licenses indicated that consideration would be given to extending this period.

The Mental Patients Association indicated their willingness to make any renovations necessary to any of their premises in order to comply with the requirements of the Health and Fire By-laws. However, they would like some consideration given to relaxing some of the other City By-laws because of the financial hardship imposed on the Association to comply with them. It was pointed out that their group homes are solely supported by the people residing in them, most of whom are on welfare and therefore limited funds are available for renovations.

There followed discussion on possible means by which the renovations might be funded.

RECOMMENDED

THAT the Director of Permits and Licenses report back to the Committee in three weeks on a proposed new definition within the Zoning and Development By-law to permit the Mental Patients Association to operate half-way houses in single family areas: this definition to only require compliance with those City regulations which affect health and safety;

FURTHER THAT Council request Mr. Denofreo, Executive Assistant to the Minister of Human Resources, to convey to the Minister of Health, or other appropriate Cabinet Minister, a request that monies be made available to the Mental Patients Association to permit the Association to make minimal needed renovations and modifications to their premises as required under the relevant City By-laws; the Mental Patients Association to be given the power to enter into contracts for the necessary repairs and to draw from the monies granted by the Province any funds needed to cover the cost of those renovations and/or repairs.

INFORMATION

4. Alternate Accommodation to the Bridge 'Y'

Representatives of the Y.W.C.A. appeared before your Committee to discuss the following proposal with respect to alternate housing for the Bridge 'Y':

cont'd ...

Clause No. 4 (cont'd)

" Why is alternate housing for the Bridge Y.W.C.A. considered a priority?

- One year ago the decision was made to move the Bridge Y.W.C.A. Hostel program from the Continental Hotel, since the service was not making full use of the 200-bed capacity, and the building and area itself did not provide the ideal setting for the program.

How does the alternate plan compare with the financial operation of the Bridge?

- The Bridge operating cost for 1973 = \$268,422
The Mariners Club Denham Court Complex = \$267,205

HOWEVER, the alternate plan includes a yearly rent figure of \$120,000 -- an amount which was not part of the Bridge budget.

THEREFORE, the comparable operating expenses are not just \$9,950 less, but \$129,950 less.

What was the occupancy rate and how many residents were housed at the Bridge in 1973?

- 1,382 residents were housed which averaged 62 per month or 31% occupancy rate.

How many people could be housed in the alternate plan?

- The Mariners Club could house 40 in single or double accommodations, plus another 20 on a regular basis in sleeping bag accommodation for people who stay only one or two nights.

The Deham Court Apartment Block can accommodate up to 50 young women. These could include women originally on Room & Board who could be put on cash assistance, women just starting to work and requiring support, and women with babies who are either waiting to be accommodated in Group Homes for single mothers or need an alternate arrangement.

- Total regular accommodation is established at 110. In addition, the Mariners Club Annex could be used for additional sleeping bag space during the summer months.

Are there any capital expenditures required in the alternate housing plan?

- A figure of \$15,000 for some furnishings for Denham Court has been included in the budget. The Mariners Club can be rented with furnishings. Discussions need to be held regarding use of present furnishings at the Bridge.

The total budget figure of \$302,485 including the furnishings item and \$20,280 contingency estimate for time to move and get the program in full operation is \$9,950 less than the 1973 Bridge Y.W.C.A. budget.

* * * * *

S U M M A R Y

There is an urgency to act on this matter, because Denham Court is now ready for rental and the owner wishes to proceed immediately.

The Board of Directors of the Y.W.C.A. has given full approval to proceed with this plan, providing the financing of the project is assured for the duration of the lease.

We are able to lease both buildings for 2½ years with an option to renew for 2½ years. It is our view that this arrangement gives us ample opportunity for a regular review of the program and provides us with time to plan for other alternatives, should the need for this be indicated. "

cont'd

Clause No. 4 (cont'd)

The delegation from the Y.W.C.A. discussed the proposal with the Committee and reviewed their proposed operating budget for the Mariners' Club, Denham Court complex (attached for information). It is proposed to put the transient group, i.e. those who stay only 2 - 3 nights, in the Mariners' Club, with the longer staying people being housed in Denham Court. The Denham Court accommodation would also be used for accommodation for some single mothers with children, and would also provide a means of teaching girls to look after themselves. This would be for girls with jobs and also for those on cash assistance.

The Chairman made reference to the original proposal re alternate accommodation to the Bridge 'Y' which the Y.W.C.A. had submitted to the Committee on October 18, 1973. This proposal was that 4 or 5 houses be established in various parts of the City, each adequate for a group of ten girls. The group homes would have daily programmes designed to develop as rapidly as possible personal and group responsibility and serve as a home base from which the girls could take training programmes to qualify them for work and prepare them for independent living. At that time, further discussion on this matter was deferred pending further input from the Y.W.C.A.

Representatives from the Y.W.C.A. advised that the present proposal resulted from a re-evaluation of the population of the Bridge 'Y' in January of this year. At that time, it was determined that the original proposal re group homes would not meet the needs of the population and therefore the proposal before your Committee this date was developed.

Reference was made to the Y.W.C.A.'s need to act quickly on their option on the property -- Denham Court is now ready for rental and the owner wishes to proceed immediately; the Mariners' Club is occupied to the end of March and an offer should be made prior to that time. Mr. Denofreo undertook to take this proposal to the Minister of Human Resources for consideration and decision. However, he could not commit the Minister to an early deadline with respect to his decision. Following further discussion, it was

RESOLVED

THAT the Standing Committee on Social Services write to Adams Properties, who represent the owners of Denham Court and the Mariners' Club, advising that the Y.W.C.A. proposal is under consideration by the Minister of Human Resources and his decision re funding the proposal should be given to the Standing Committee on Social Services by March 15, 1974 and requesting that Adams Properties give the Y.W.C.A. letters of undertaking

- (a) from the owners of Denham Court that they will keep the Y.W.C.A.'s option on this building open until March 15, 1974;
- (b) from the owners of Mariners' Club that they will keep the Y.W.C.A.'s option on this building open until March 30, 1974.

5. Grant Request - B.C. Association for the Advancement of Coloured People

The Board of Administration submitted the following report of the Director of Social Planning dated February 22, 1974 for the consideration of the Committee:

Clause No. 5 (cont'd)

"The City of Vancouver has received a grant request from the B.C. Association for the Advancement of Coloured People for a grant of \$1,000 to pay rent and phone expenses for a six (6) month period for their office located at #300 - 146 East Broadway.

They request funding for that period of time because they are of the opinion they can sustain themselves financially after that period.

The Association is operated by volunteers and their objectives are to promote better understanding between the races and to promote the well-being of the black population in B.C. The black population in B.C., the majority of whom live in the Greater Vancouver area, is roughly estimated at 5,000.

The BCAACP were responsible for the organization of the recent Miss Black B.C. contest. They organize classes for black young people in black history, etc. They operate an employment registry service and offer personal assistance to black people in need.

The Director of Social Planning RECOMMENDS that the Social Services Committee recommend to Vancouver City Council the approval of a civic grant in the amount of \$1,000 to the BCAACP."

It was noted that no representatives of the Organization were present to discuss this matter with the Committee. Mr. Purdy, Social Planner, advised that the Organization was contacted by the Social Planning Department with respect to today's meeting, however, Mr. Purdy pointed out that the organization is run by volunteers and the person contacted works during the day time and therefore may not have been able to attend the meeting.

RESOLVED

TO defer consideration of this grant request to the meeting of the Committee and request a representative of the B.C. Association for the Advancement of Coloured People be present at that time;

FURTHER THAT the Director of Social Planning submit to the Committee a breakdown of the B.C. Association for the Advancement of Coloured People's budget.

6. Problems Encountered by Recipients of V.O.P. Cheques

Ms. D. Saunders, Co-ordinator, Grandview-Woodland Information Centre, and representatives of the V.O.P. were present to discuss the following communication with the Committee:

"I am writing re: our conversation of Feb. 25, when I explained to you problems encountered by three women regarding V.O.P. cheques.

Mrs. A. Smith, 1404 Parker, (Smi. 48/04/03) left her husband in July of 1973, and since then was living with friends. She applied for furniture, bedding, dishes, etc to move into her own suite on Feb.1, 1974. She was given a voucher for 2 bunk beds, a table and chairs (kitchen), chesterfield suite, coffee table, lamp, and two unfinished dressers.

She has no dishes, silverware, pots & pans, bowls, iron etc. She also has no bedding (what good are beds with out sheets) and no curtains, or towels. When she asked for these items she was told to buy them out of her opportunities check. She had only been on V.O.P. for a matter of two weeks and had not even recieved a check from them yet.

I spoke with her and she estimated that she could manage to buy these necessities with \$ 150.00 - 200.00 dollars. This situation is urgent, this family is eating off of tin plates, and sitting on a folded mattress on the floor.

cont'd

Clause No. 6 (cont'd)

Mrs A. Tasker (TAS 51/03/28), # 102,-2290 E. 25th, and her two children, all sleep on mattresses on the floor. When she applied for three beds, she was told to buy them out of her V.O.P. cheque. She has only been on the program for two months. She estimated beds at 69.95 each for the children and 79.95 for herself. Mrs Tasker is expecting another child and it is imparitive that she have a decent bed to sleep on !

Mrs Lynn Hutchinson applied for a washing machine and two beds. (Hut 46/05/17) 1446 Grant. She estimated the cost as being \$ 225.00.

Because Mrs Hutchinson was left with all the furniture when her husband and her separated, she was told that she didn't need anything and if she did to once again buy it from her V.O.P. cheque. She has three children, and another expected, a washing machine is very badly needed, and two of the children need beds. Because her home is reasonably well furnished otherwise, she cannot make them understand the need for these articles.

I trust that you will give this your immediate attention, (specially Mrs Smith.) If you need any further information please call me at 255-9358

Mr. Toombs, Department of Welfare and Rehabilitation, advised that he and Mr. Butler, Assistant Director of Community Services, Department of Human Resources, have recently been meeting with V.O.P. representatives to discuss problems of this nature with the hope of resolving the situations.

There was discussion on the Welfare Department's policy re the Special Needs Allowance. Mr. Toombs confirmed the Committee's understanding that a person on the V.O.P. programme should not be required to use the V.O.P. allowance to buy items needed to re-establish a household. Mr. Toombs also confirmed that a Special Needs Allowance can be granted by a Social Worker, up to a maximum of \$500.00. He advised, however, that before the Special Needs Allowance was increased to a maximum of \$500.00, the Department of Welfare and Rehabilitation were advising people that they would be expected to use their V.O.P. payments to help them acquire small household items. The current policy is that people requiring the Special Needs Allowance make their request to a Financial Aid Worker and then a Social Worker is required to visit the applicant to discuss their needs in order to reach agreement on the amount required. The Worker then submits a recommendation on the required Special Needs amount. Mr. Toombs indicated there still is a lag between the time a Financial Aid Worker sees an applicant for Special Needs and the Home Aid Section fulfill the request.

RESOLVED

THAT Mr. Toombs, Department of Welfare and Rehabilitation, review the three situations outlined in Ms. D. Saunders letter with a view to resolving these situations as soon as possible with a report back to the Committee;

FURTHER THAT the Department of Human Resources be requested to establish a policy that, where a special need request is received for re-establishment of household effects, V.O.P. not be considered as being available to meet the Special Need; that Special Needs grants be divorced from any V.O.P. payments received by the applicant and that the Financial Aid Workers be instructed to interpret the Special Needs grant more liberally.

FOR COUNCIL ACTION SEE PAGE(S) 468

The meeting adjourned at approximately 3:25 p.m.

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DISTRIBUTED MONDAY

REPORT TO COUNCIL

F

OFFICIAL TRAFFIC COMMISSION

February 28, 1974

A meeting of the Official Traffic Commission was held on Thursday, February 28, 1974 at approximately 7:30 p.m. in the No. 1 Committee Room, third floor, City Hall.

PRESENT: Alderman Marzari (Chairman)
Alderman Pendakur
Mr. B. Donald, City Prosecutor's Office
Trustee H. Boyce, Vancouver School Board
Mr. K. Dobell, Traffic Engineer
Supt. D. W. McRae, Police Department

ABSENT: Commissioner Ryan

ALSO PRESENT: Mr. R. McLachlan, Vancouver School Board
Mr. E. R. Thompson, B.C. Hydro

The minutes of the meeting of January 10, 1974 were adopted.

RECOMMENDATION

1. Taxi Use of Downtown Streets

At the last meeting of the Official Traffic Commission, the Chief Constable submitted a report recommending that Taxis be permitted to use bus lanes on West Georgia Street. At that time, the Commission resolved

"THAT the report of the Chief Constable dated December 12, 1973 be forwarded to the Bureaus of Transit Services and the Amalgamated Transit Union for comment and that consideration of this matter be deferred to the next meeting of the Official Traffic Commission, at which time a representative from the Bureau of Transit Services and the Amalgamated Transit Union should be present."

The City Engineer submitted the following report under date of February 22, 1974:

"The Vehicles for Hire Board on December 5, 1973 referred the matter of sharing of the bus lanes on West Georgia, and the prohibition of right turns on traffic eastbound on Georgia Street at Gilford and Chilco, to the City Engineer and Chief Constable for report to the Official Traffic Commission. The Chief Constable submitted a report on the matter dated December 12th. At the meeting of the Official Traffic Commission on January 10th, 1974 it was moved and approved that the report of the Chief Constable be forwarded to the Bureau of Transit for comment and that consideration of this matter be deferred to the next meeting of the Official Traffic Commission to which a representative from the Bureau of Transit would be invited.

The report that follows has been prepared by the City Engineer and deals with the two particular items raised at the Vehicles for Hire Board.

cont'd

Clause No. 1 (cont'd)1. Sharing Bus Lane on West Georgia

Since the time of the Vehicle for Hire Board motion exclusive bus lanes in the downtown have also been introduced for several blocks along both Seymour and Howe Streets. In the future there is a good chance that more exclusive bus lanes will be incorporated on other downtown streets. Therefore it seems appropriate that any decision on the sharing of the bus lane by taxis on West Georgia should be considered in this larger context of taxis sharing exclusive bus lanes on any downtown streets.

The one advantage of such an arrangement is that taxis would have more direct access to destinations in the downtown if their route is on exclusive bus lane streets. Such an advantage would yield some time savings to taxis.

However, this scheme has several disadvantages. Firstly taxis, even in limited numbers, would significantly impede the free movement of buses in the exclusive lanes. Observations to date on Seymour and Howe Streets show that automobile use of exclusive bus lanes seriously reduces bus flow. These delays would be increased if taxis were permitted to stop in the bus lane in order to load or unload passengers. Bus delays would be compounded when taxis, attempting to make right turns, are delayed by crossing pedestrians. Such delays to buses are not consistent with the City's transportation policy which places emphasis on improving transit transportation. A second disadvantage is that the physical presence of taxis in exclusive bus lanes would suggest to some motorists that there is no exclusive bus lane thereby encouraging more automobiles to use the bus lane illegally. A third factor is the loss of effectiveness of the exclusive bus lane signs. Another message would have to be added to each sign advising of taxi use. The resulting sign would take an unusually long time to be read by motorists thereby seriously reducing the effectiveness of such signs.

A special access situation will exist along the Granville Mall. A two (2) lane bus transitway will exist along the complete length of the Mall. There are a few hotels located along Granville Street and within the Mall proper and they depend to a major extent on taxi service. In view of this situation, use of the Granville Mall Transitway by taxis is under review, and proposals will be reported to the Granville Mall Committee in the near future.

In conclusion, your officials think that the advantages of prohibiting taxis from using exclusive bus lanes on downtown streets that also have normal traffic lanes, far outweigh the advantages of permitting such an operation.

2. Turns on Georgia Street at Gilford and Chilco

Presently eastbound automobiles (including taxis) and truck traffic are prohibited from making right turns from Georgia Street onto Gilford and Chilco Streets. These turning movements were prohibited on June 18th, 1973 as part of the West End traffic diversion program. The prohibition of these turns significantly reduces "cross town" traffic from using local streets thereby improving the residential amenity.

The advantage of permitting taxis from making such movements is that they save a small portion of travel time. On the other hand permitting taxis to use these streets would attract more automobiles onto the local streets, regardless of signs. This negative impact is undesirable and inconsistent with present Council policy. The alternative to taxis is to proceed easterly a maximum of two blocks on Georgia Street and turn right on Denman. This route is slightly longer but offers a good level of roadway service.

It is concluded that in the interest of preserving residential amenity in the north-west segment of the West End, eastbound taxis travelling along Georgia Street should not be permitted to make right turns at Gilford and Chilco Streets. Such a situation should not create significant hardships for the taxi industry.

The Police Department has reviewed the foregoing two items in this report and concur with the findings of the Engineering Department.

cont'd

Clause No. 1 (cont'd)

It is **RECOMMENDED** that:

1. On downtown roadways which have exclusive bus lanes and normal traffic lanes, taxis should continue to be prohibited from using the exclusive bus lanes.
2. The prohibition of right turns to all eastbound traffic including taxis, on Georgia Street at Gilford and Chilco Streets should continue to apply."

Representatives of the Amalgamated Transit Union and the Bureau of Transit Services concurred with the City Engineer's recommendations. Superintendent McRae also concurred with these recommendations.
RECOMMENDED

THAT the following recommendations of the City Engineer be approved:

- (a) That on downtown roadways which have exclusive bus lanes and normal traffic lanes, taxis should continue to be prohibited from using the exclusive bus lanes;
- (b) That the prohibition of right turns to all eastbound traffic including taxis, on Georgia Street at Gilford and Chilco Streets should continue to apply.

2. School Crosswalks on Multi-laned Streets

The City Engineer submitted the following report under date of February 19, 1974:

"On October 3, 1973 the Commission considered a report from the City Engineer recommending supplemental signing of school crosswalks on multi-laned streets. At the same time the Commission considered a letter from the Board of School Trustees enumerating nine (9) school crosswalk locations that had been of concern to parents and residents of the areas.

At that time it was resolved:

- "(i) that the Chairman present a position paper for discussion by the Commission on the question of the nine intersections or any other number the Chairman wishes to include, and the type of actions to be taken in each case, at its next meeting.
- (ii) further that the City Engineer's report be received and the recommendation be considered for inclusion in the Chairman's position paper."

Subsequently at a meeting on October 29th, 1973 the Chairman produced a draft report on school crossing protection criteria, setting out the various types of crosswalks and special intersections that required attention.

The Commission, then resolved:

"To receive the draft report submitted by the Chairman and refer it to the members of the Official Traffic Commission for comment."

The single matter of treating school crosswalks on multi-laned streets has recently been reviewed with the Chairman of your Commission and it was agreed that it is suitable to deal now, and separately, with the aforementioned report regarding school crosswalks on multi-laned streets.

cont'd

Clause No. 2 (cont'd)

The position of the Engineering Department remains the same as stated in the report originally considered by the Commission on October 3, 1973 (a copy of which is attached). The matters of numbers of crosswalks to be treated and their costs has however changed in the interim. The widened paving of Knight Street in particular, has increased the total number of such crosswalks from 43 to 48.

The total estimated cost of supplemental signing at the 48 crosswalks involved is \$31,000. Due to material supply shortages, the work cannot begin until approximately August 1, 1974, and will continue throughout the fall of 1974 and the spring of 1975. However, it is proposed that all the material be purchased in 1974. Material costs constitute approximately 50% of the \$31,000, hence estimated expenditure in 1974 would be \$23,000 with the balance of \$8,000 to be provided for in the 1975 Revenue Budget.

Accordingly, it is RECOMMENDED that:

- (a) at all school crosswalks with side-mounted signing only, on streets carrying, or capable of carrying, 3 lanes of traffic in each direction or 2 lanes of traffic plus parking in each direction, supplemental overhead signing be installed for each direction of travel.
- (b) such supplemental signing be installed in 1974 and 1975 and the sum of \$23,000 be added to the 1974 budget to cover the cost of these installations."

RECOMMENDED

THAT the above recommendations of the City Engineer be approved.

3. On-Street Parking Adjacent to Schools

The City Engineer submitted the following report under date of February 19, 1974:

Introduction

In areas contiguous to certain schools in the City, complaints have been received from residents about school generated parking usurping the resident's parking amenity. In these areas on-street parking had been prohibited adjacent to schools, although often on-street parking was permitted on the opposite side of the street. The Board of School Trustees approached the City with a proposal to permit a degree of on-street parking adjacent to some schools to alleviate the problem. On October 5, 1971, Council approved an experimental installation of signs permitting parking adjacent to certain schools and a by-law amendment that was considered necessary to implement the arrangement. Subsequently on February 15, 1972 Council also approved an arrangement whereby the School Board and the City would each contribute 50% of the capital costs involved.

The purpose of this report is to:

- (a) Review the operation of experimental "Parking Permitted" zones installed adjacent 20 schools in the fall of 1972,
- (b) Comment on the School Board's current request to extend these zones to other schools,
- (c) Suggest a modification to a Council resolution dealing with Street and Traffic By-Law revisions incidental to installing these zones.

Operation

Application of financial arrangements, practical difficulties in sign wording and by-law application delayed installation until October 1972. The Engineering Department had been instructed to review the arrangement after one school year which meant after October 1973.

Clause No. 3 (cont'd)

Observations indicate that existing zones are generally used and well understood by motorists. Although there was some parental concern prior to installation of the 20 experimental zones, no further adverse reactions have been received since that time. The School Board advises that the principals' and teachers' assessment of these zones have been favourable. The Police advise that they have received no complaints, nor experienced any difficulties from an enforcement standpoint.

Current Request

In view of the success of these zones, the School Board have submitted a request that we install zones at 10 more schools, which they feel meet the requirements as laid down by Council. School Board Officials have also indicated their intention to apply for further signing as the need arises. The School Board has agreed to continue to provide 50% of the capital cost while the City remains solely responsible for maintenance. In concurrence with the School Board, it is proposed to expand the program, subject to conditions previously adopted by Council, handling each request routinely. The required conditions for installation of these zones are as follows:

- (a) School parking on neighbouring streets is causing inconvenience to residents
- (b) Further development of off-street parking facilities would result in a serious loss of playground facilities
- (c) School grounds are adequately fenced with a chain-link fence, with a minimum number of gates
- (d) Roadways are of sufficient width to accommodate parking on the school side of the street

By-law Revision

In the initial report, as adopted by Council on October 5, 1971, it was recommended that Section 22 (6) of the Street and Traffic By-law be amended as follows:

"No person shall between the hours of eight o'clock in the morning and six o'clock in the afternoon park any vehicle on any street abutting any premises used for residential, commercial or educational purposes for more than three hours unless such premises are the property of such person or his employer".

Signing of "Parking Permitted" zones as proposed at that time included reference to this by-law, and accordingly an amendment was thought necessary to bring the by-law into effect on streets abutting property used for educational purposes. After Council had agreed to the aforementioned By-law amendment further discussions with the School Board, the Law Department and Engineering Department resulted in a simpler signing technique which eliminated the need to amend the By-law. As a result of this situation the Law Department did not proceed and amend the By-law.

Accordingly, it is RECOMMENDED that:

- (a) The existing experimental "Parking Permitted" zones be retained and,
- (b) Further installations be handled routinely under the City Engineer's authority, subject to the aforementioned conditions and,
- (c) The sum of \$1,000 be added to the 1974 departmental budget to include about another 10 schools in the program and,
- (d) The Council resolution of October 5, 1971 as quoted herein, be rescinded."

cont'd

Clause No. 3 (cont'd)

RECOMMENDED

THAT the above recommendations of the City Engineer be approved.

4. Financing of Traffic Signals

The City Engineer submitted the following report under date of February 22, 1974:

"Introduction

Funds to support the annual traffic signal program have been financed through the Traffic Control Reserve (TCR) fund. The monies in the Traffic Control Reserve fund are provided from the net revenue derived from the City parking meters. More specifically 25% of the net revenue from the parking meters is allocated annually to the TCR fund. The remaining 75% of net parking meter revenue is allocated to the Parking Sites Reserve (PSR) fund.

Past Arrangement

Up until a few years ago the annual contributions to the TCR fund regularly exceeded the cost of the annual traffic signal program. This situation meant that there were always sufficient funds to cover the cost of traffic signal installations and modifications.

Current Situation

At present the TCR is virtually without funds. This situation has come about in the last few years mainly because of increases in the magnitude of the annual signal work and the inflationary effect of costs on both traffic signal material and labour. At same time the PSR fund is in excess of \$2 million.

In 1973 the total signal program amounted to approximately \$180,000. The main cost components in this program were as follows:

1. Annual Engineering Department Program	\$100,300
2. Additional Signals (Usually Pedestrian Actuated) Approved by Council through the OTC.	25,000
3. Rail Crossings (Two)	30,000
4. Traffic Counters	6,000
5. Minor Modifications	5,000
6. Overages	<u>\$ 13,000</u>
TOTAL	\$179,300

The 25% contribution from the net parking meter revenue to the TCR fund in 1973 was about \$78,000, a contribution comparable to each of the last three years.

Future Situation

Costs

The Engineering Department has prepared a signal program for 1974 consistent with programs and policies developed in recent years. On that basis it is estimated that this should cost \$103,000 (an increase of 3% over 1973). In addition, it is anticipated that one railway crossing signal will be required at a cost of \$20,000. Overages have been assumed to be the same as 1973, namely an additional \$13,000. Over and above the foregoing it is also

Clause No. 4 (cont'd)

expected that several pedestrian actuated signals will be installed in 1974 (three of which have already been approved) at the request of members of Council. For estimating purposes nine (9) signals have been assumed at a total cost of \$54,000. On the basis of these cost components the total 1974 signal program is estimated to cost approximately \$190,000, an increase of about 3% over the 1973 program.

Beyond 1974 there are presently no reasons to expect significant changes in the total cost of the annual signal program.

Funding

Over the next several months contributions to the TCR from the net parking meter revenue are not expected to change from recent years. However, within the next year as part of our parking program a review is intended to be undertaken of parking meter rates with a view towards proposing increases. Nevertheless, at this time it is difficult to forecast with any definiteness the timing and magnitude of the impact of higher meter parking rates on the TCR fund.

Seventy percent (70%) of the net parking meter revenue in 1974 should be sufficient to cover the cost of the anticipated signal program.

Because there is already over \$2 million in the Parking Sites Reserve, and because the Traffic Control Reserve is essentially exhausted it is proposed that seventy percent (70%) of the net parking meter revenue in 1974 be allocated to the TCR fund. This arrangement would be re-examined in one year's time after the meter parking rates have been considered. In this way the costs for this program would not add to the normal 1974 city budget costs, thereby having no adverse effect on the tax payer.

The Director of Finance was consulted and he requested that the change proposed in this report be brought to the specific attention of Council.

It is RECOMMENDED:

1. That seventy percent (70%) of the net parking meter revenue be allocated to the Traffic Control Reserve fund in 1974.
2. That this allocation arrangement of net parking meter revenues to the Traffic Control Reserve fund be re-examined within one year's time after the parking meter rates have been reviewed."

RECOMMENDED

THAT the above recommendations of the City Engineer be approved.

**5 . Traffic Signal Controls - Proposed
New Locations and Modifications**

The City Engineer submitted the following report under date of February 22, 1974:

"1. Proposed New Signals

Detailed studies have now been completed to determine which inter-sections warrant signal controls. On the basis of these studies, it is proposed that traffic control signals be installed as follows:

<u>A. Vehicular Control Signals</u>	<u>Estimated Cost</u>
(i) Kerr Street and 54th Avenue	\$13,600

Clause No. 5 (cont'd)

B. Pedestrian Control Signals

- | | | |
|-------|-----------------------------------|----------|
| (i) | Skeena Street and Hastings Street | \$ 3,600 |
| (ii) | Lakewood Street and 12th Avenue | \$ 6,100 |
| (iii) | Columbia Street and 2nd Avenue | \$ 9,500 |

2. Modifications to Existing Signals

A. Vehicular Control Signals

Because of changing traffic patterns at several locations, and a need to facilitate turning movements, it is desirable that extensive modifications be made to the signals at the following three locations. It is planned that items (ii) and (iii) will be on a 50/50 cost sharing basis with the Municipality of Burnaby. Their Engineering Department concurs with this cost sharing proposal and although the Burnaby City Council has not yet considered this matter, their approval is anticipated. The proposed signal modifications are as follows:

- | | | | | |
|-------|------------------------------------|------------------------------|----------------------------|---------------------------------|
| (i) | Cassiar Street and Hastings Street | \$29,000 | | |
| | | <u>Vancouver's
Share</u> | <u>Burnaby's
Share</u> | <u>Estimated
Total Cost</u> |
| (ii) | Boundary Road and Grandview Hwy. | \$8,800 | \$8,800 | \$17,600 |
| (iii) | Boundary Road and Marine Drive | \$3,600 | \$3,600 | \$ 7,200 |

B. Pedestrian Control Signals

Over the past several years pedestrian signal heads have been installed on a staged basis at most intersections in the downtown core in order to facilitate pedestrian movements. There are approximately 17 intersections which still require pedestrian heads. In this year's program it is planned to provide pedestrian signal heads at the following seven (7) locations:

- (i) Cambie Street and Georgia Street
- (ii) Cambie Street and Pender Street
- (iii) Columbia Street and Cordova Street
- (iv) Hornby Street and Smithe Street
- (v) Main Street and Powell Street
- (vi) Thurlow Street and Davie Street
- (vii) Hamilton Street and Robson Street

Estimated Cost	\$14,700
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3. Minor Modifications Expenditure for 1974

Each year funds are allocated from the Traffic Control Reserve Fund for minor modifications to traffic signal equipment. Minor modifications include cam and pin adjustments, signal head relocations and dial changes. Such modifications improve operational components of the traffic signal which ensure that a proper amount and frequency of green time is available in the signal cycle. It is convenient that these small items are lumped into a single account. In August, 1973, \$5,000 was allocated from the Traffic Control Reserve Fund for the remainder of that year. The normal annual expenditures for minor modifications is \$15,000. It is desirable that the sum of \$15,000 be allocated for this year's minor modifications.

4. Summary of Costs

Estimated total cost of program	\$116,300
City of Vancouver's 1974 Signal Program Costs	\$103,900
Municipality of Burnaby's Share	\$ 12,400

The Traffic Control Reserve Fund is presently depleted. A separate report has been prepared recommending certain changes to deal with the future funding of the Traffic Control Reserve Fund. Approval of this report on the 1974 Traffic Signal Program is contingent upon approval of this separate report.

Clause No. 5 (cont'd)

It is RECOMMENDED that:

1. The foregoing signal work be approved.
2. The sum of \$103,900 be allocated from the Traffic Control Reserve Fund for this work. "

RECOMMENDED

THAT the above recommendations of the City Engineer be approved.

6. P.N.E. Parking

Council at its meeting of February 5, 1974 passed motions approving the following recommendations:

"THAT the Director of Permits and License be instructed to enforce the terms of the Zoning By-law in the vicinity of the P.N.E. with respect to parking on private property;

THAT the Resident Parking Only zones be extended to the west to provide a total of two blocks of 100% RPO zones for a trial period of six months;

THAT a non-recurring expenditure of \$3,500 to implement the 100% RPO program defined above, be approved in advance of budget;

THAT the Police Department be asked to give special consideration to this 100% RPO zone in order to provide a satisfactory level of enforcement and report back;

THAT the foregoing extended RPO program be re-examined in six months' time;

THAT the P.N.E. be requested to consider installing large, illuminated entry signs at the north and east entry gates with a view towards approving and implementing this proposal as soon as possible and to give urgent consideration to other means of greater utilization of Pacific National Exhibition parking facilities to solve this parking problem.

THAT the matter of increasing the minimum fine of \$5.00 to \$25.00 and making provision for a tow-away' regulations be referred back to the Official Traffic Commission for further consideration in conjunction with the City Prosecutor and the Corporation Counsel and report back in due course."

Mr. Donald, City Prosecutor's office, indicated that the present \$5.00 fine is a policy which has been established by the District Judge for certain offences, including parking, where a person wants to come before a J.P. and plead guilty. This is not therefore a minimum fine because if the person were to go before a Judge, he could be fined less than \$5.00 or up to \$100 and/or two months in jail. On the whole, Judges are reluctant to impose minimum fines because they are not in favour of this practice. The Chairman agreed to contact District Judge Eckardt on this matter.

Clause No. 6 (cont'd)

At the request of the Chairman, the Director of Permits and Licenses, the Chief Constable and the City Engineer submitted the following report dated February 22, 1974 on the results of the implementation work by the above mentioned departments:

"At a meeting of City Council on February 5th, 1974 a number of recommendations were made on this subject. Certain departments were to implement some of these recommendations. These departments were the Department of Permits and Licences, Police Department and the Engineering Department. On February 12, 1974 the Chairman of the Official Traffic Commission requested a report on the results of the implementation work by the three aforementioned departments. The City Engineer was asked to co-ordinate this report. This tri-departmental report follows.

The Director of the Department of Permits and Licences advises the following:

"On February 5, 1974 City Council instructed the Director of Permits and Licences to enforce the regulations of the Zoning and Development By-law with respect to parking in the vicinity of the P.N.E. However, this Department had commenced inspection procedures in January at which time some offenders were found.

On February 9th and 10th, 1974, 8 inspectors were assigned to an area bounded by Slocan Street on the west and Renfrew and Lillooet Streets on the east, from Georgia Street on the south to Wall Street on the north. Of an approximate 750 sites inspected, a total of 31 sites were found to be used for parking. Of these 7 had discontinued the use when reinspected on February 10th after being notified on the 9th. Twenty had been notified as a result of the inspections in January and had discontinued using the site for parking. Of the 4 remaining, 2 made an application for a Development Permit as the sites were situated in a C-1 District and the other 2 were referred to the City Prosecutor.

On February 15th and 16th, further inspections were carried out when it was found that there were 12 violations of the By-law. Of these, 4 had been previously notified. Evidence was obtained in these cases and the matter will be referred to the City Prosecutor. The remaining 8 will be served notices to discontinue the use of the site for parking purposes, and be subject to reinspection. The two weekends referred to above involved National Hockey League games.

On February 13th and 19th when World Hockey League games were being played, inspection was made of the area when only 1 site was being used for parking purposes. This owner had been previously notified. Evidence was obtained and the matter has been referred to the City Prosecutor. It was noted that the parking problem was much less than during National Hockey League events.

As of February 20, 1974, charges have been requested in 4 cases and evidence has been obtained for 5 more which will be referred to the City Prosecutor."

The Police Department reports as follows:

"During the period of February 9th to 19th inclusive, there were seven events at the Pacific National Exhibition Coliseum that required additional Police manpower, due to the parking complaints received from residents, and observed by Police members in the area.

The following is a breakdown of Police enforcement. I will first deal with citizens' complaints, as they pertain to the Resident Parking Only.

- February 9th - 1 complaint
- February 10th - 14 complaints
- February 13th - 3 complaints
- February 14th - 9 complaints

Clause No. 6 (cont'd)

February 15th - 6 complaints
February 16th - 7 complaints
February 19th - 3 complaints

A total of 43 citizens' complaints.

Regular on-view Police enforcement, pertaining to corner clearance, fire hydrants, No Parking Anytime, driveways obstructed, etc. received the following attention:

February 9th - 61 Traffic Offence Notices issued - 1 impounded
February 10th - 48 Traffic Offence Notices issued - 2 impounded
February 13th - 9 Traffic Offence Notices issued - 0 impounded
February 14th - 61 Traffic Offence Notices issued - 20 impounded
February 15th - 83 Traffic Offence Notices issued - 19 impounded
February 16th - 54 Traffic Offence Notices issued - 3 impounded
February 19th - 5 Traffic Offence Notices issued - 0 impounded

A total of 321 Traffic Offence Notices issued, and 45 vehicles impounded.

With reference to the Resident Parking Only parking complaints, our records indicate that only twelve residents are listed as complainants during this period. During this same period there were several Resident Parking Only complaints attended by the Police, where the resident complained wrongly and pointed out a vehicle for enforcement action when, in fact, the vehicle belonged to another resident.

There was also one incident where a citizen had a disagreement with a resident who was allowing vehicles to park on his property, and a fight took place.

The misuse of the Resident Parking Only zone was observed by Police, whereby a resident was allowing a citizen to park in front of his house. The resident barricaded the area in front of his home, and gave permission for a motorist, who was in fact a hockey patron, to park in the area.

In conclusion, I would repeat my statement of February 8th, 1974, in a report to the Official Traffic Commission, wherein I report that the present system of Resident Parking Only does not provide the Police with the proper means for enforcement; and this observation is once again strengthened by our experience for the period February 9th to 19th inclusive."

The City Engineer reports as follows:

A number of actions were initiated by Council on February 5th to deal with the traffic and parking problems on residential streets near the Pacific National Exhibition. There were two items in which the Engineering Department was directly involved namely:

- A. Traffic Routes on Residential Streets
- B. Extension of the Residential Parking Only (RPO) Zones.

In regard to item 'A' above, wooden barricades have been placed at the easterly end of the local streets which intersect with Renfrew Street. In the period between February 9th and February 22nd the barricades were located on-street on seven (7) occasions, just prior to the end of the major Coliseum events.

During these times observations indicated that the barricades were generally effective in limiting the use of the local streets by automobiles when supplemented by Police enforcement. At the same time, traffic using Renfrew Street took longer to disperse than prior to the introduction of the barricades. The maximum duration of heavy vehicular activity on Renfrew Street was about 45 minutes. The cost of carrying out the barricading program has been about \$90 per event.

In regard to item B, namely extension of the RPO zones, the signs and posts for these on-street regulations are being prepared and should be installed by March 8th. Therefore, it is not possible to judge the effectiveness of these on-street regulations until they are installed.

Clause No. 6 (cont'd)

The Police pointed out in their section of this report that the Resident Parking Only does not provide the proper means of enforcement. The Engineering Department recognizes the difficulties associated with this on-street parking regulation in residential areas with heavy parking pressure and is examining this regulation in detail in consultation with the Law Department and the City Prosecutor with a view towards resolving the difficulties."

In addition, the Chief Constable submitted a separate report dealing with problems in enforcing a Residents Parking Only zone in the vicinity of the P.N.E. and suggested means by which this zone could be made more effective:

"In a report to City Council, dated February 5th, 1974, the Engineering Department suggested that should a higher level of police enforcement be provided to the Resident Parking Only zones in the vicinity of the P.N.E., the zones would be more effective.

I have expressed concern over this matter before, and under the circumstances, I must once again make the Police Department's position clear, as there appears to be some misunderstanding as to the existing problem.

In my opinion, the assignment of additional Police members for the enforcement of Resident Parking Only zones as they presently exist, is not the answer. The present signing restricting parking for the use of residents only leaves much to be desired from an enforcement point of view, as we are limited to the following procedure:-

1. The complaint of illegal parking must come from a resident of the block concerned;
2. The reporting resident must be prepared to state that the offending vehicle does not belong to any other resident within that block.
3. The complainant must also give his, or her name and address, and express their willingness to attend Court as a witness, should the Traffic Offence Notice be contested.
4. If the complainant agrees to the foregoing, the Constable will issue a Traffic Offence Notice for the violation, listing the complainant's name and address on the Court Clerk's copy, in the event the information is required for Court purposes.

While this procedure may appear cumbersome, it is necessary, as the Police member has no other means of identifying those vehicles that are parked legally, or otherwise.

The matter has been discussed with the City Prosecutor, who agrees with our present policy in dealing with the problem.

While illegal parking in these zones is a matter of great concern to the residents of the area, the assigned Police members report that complaints have been received, but not many of the residents are prepared to follow through with their complaint, once they are made aware of the procedure that must be followed.

Residents can not be expected to have knowledge of the make and model of every neighbour's automobile, and there have been instances where complaints have been received from a resident against a resident.

If the Police are expected to take enforcement action, then some means of identifying vehicles must be instituted, otherwise the problem will continue.

Therefore I am recommending that consideration be given to the following:-

Clause No. 6 (cont'd)

1. Resident Parking Only zones be identified with a colour patch, or similar identification to each sign within each block;
2. Residents to apply annually for a Resident Parking Only decal, to be issued by Engineering, or Permits and Licenses Department;
3. The decals should correspond to the identification mark on the signs within each block;
4. Decals should be issued on presentation of proof of residency by the applicant, preferably by producing their motor vehicle registration;
5. Decals to be of sufficient size, and placed in a conspicuous position on the windshield of the vehicle, on the left side, to assist the Police members in enforcement;
6. Ensure that all residents have obtained decals before enforcement action is taken.

While this is only a suggestion to assist in identifying those vehicles that are legally parked in Resident Parking Only zones, it will at least give our Police members some means of taking prompt enforcement action against any vehicle that does not carry a decal, as required.

It should also be noted that if this, or any similar recommendation is accepted, it would provide parking for residents of a particular block only. There will be no provision for service vehicles, or visitors. This, in itself, may cause dissension among residents in the area.

In the event that the suggestion to introduce decals is not acceptable, I would request that immediate steps be taken to ensure that some other means of identification is undertaken to assist the Police Department in the policing of this area, as the present system does not provide the Police with proper means for enforcement.

Mrs. P. Alfeld and other residents in the area adjacent to the P.N.E. urged that Council institute a \$25.00 fine and 'tow-away' of vehicles violating RPO parking. Mrs. Alfeld also suggested that the P.N.E. be asked to announce at each and every Coliseum event that vehicles parking in R.P.O. zones would be fined \$25.00 and would be subject to tow-away. The P.N.E. should also undertake to urge its patrons to take advantage of the on-site parking provided.

The Director of Permits and Licenses stated that because of the increased enforcement of the Zoning By-law by his inspectors, the overtime costs for the department were \$925 for February and it is estimated that overtime for March will be approximately \$2059. If this high level of enforcement were maintained for the remainder of the year, the total overtime costs would be over \$10,000.

Superintendent McRae elaborated on his reasons for recommending Residents Only Parking decals for residents of the area. There have been incidences of cars being wrongly identified and therefore a person being unjustly fined.

In response to a query from the delegation, the City Engineer advised that in his opinion, barricading the residential streets prior to commencement of events at the P.N.E. would not solve the situation and, in fact, would create a number of problems. He advised that the cost of the present barricading is \$2,00 per month.

Reference was made to a meeting held recently at the P.N.E. with Aldermen Linnell and Volrich and representatives of the Engineering and the Police Departments on the matter of P.N.E.

Clause No. 6 (cont'd)

This meeting tentatively agreed that a comprehensive study of the problems with parking at the P.N.E. be undertaken, some of the items to be covered in this study would be:

- Means by which motorists could be encouraged to park on-site at the P.N.E.;
- Improved transit service for P.N.E. events etc.

The goal is for implementation of the study recommendations within six months.

RECOMMENDED

- A. THAT Council authorize the expenditure of a further \$2,000 by the City Engineer to continue the barricading programme on the residential streets adjacent to the P.N.E. for a further month
- B. THAT the Police Department and the Director of Permits and Licenses be instructed to maintain a reasonable enforcement level in the area adjacent to the P.N.E. during P.N.E. events;
- C. THAT the Chief Constable report back to the next meeting of the Official Traffic Commission with a detailed proposal on implementing a decal system;
- D. THAT the City Engineer, in conjunction with the Chief Constable, City Prosecutor and the Director of Permits and Licenses, report back to the next meeting of the Official Traffic Commission on possible extension of the Residential Parking zones on streets adjacent to the P.N.E.;
- E. THAT the City Engineer give a progress report on the proposed study of resolving parking problems at the P.N.E.

INFORMATION

7. Request for Pedestrian Actuated Signal at 68th and Granville

Mrs. Joan Kjargarrrd, Mr. B. Rice and Mr. J. B. Fulton appeared on behalf of the Marpole/Oakridge area Council to request a pedestrian actuated signal at 68th and Granville. They submitted a petition containing 2085 signatures in support of this request. The following are some of the justifications for a signal put forward by the delegation:

- concern for children crossing this intersection at any time;
- many of the senior citizens in the area are confined to one side of Granville Street because of their fear of crossing the intersection;
- this local community shopping area is divided by Granville, the main arterial road, and a pedestrian actuated signal at this corner would facilitate shoppers in the area;

Clause No. 7 (cont'd)

- a branch library will be opened in June in part of the Shoppers Drug Mart building on the southeast corner of 68th and Granville;
- children from kindergarden up to Grade 3 living west of Granville must cross Granville at 68th to attend David Lloyd George main school. There is a school patrol at this intersection, but children who are late leaving school or because of having been 'kept-in' or doing reference work do not have any one to see them safely across;
- because of the distance between traffic signals on this part of Granville Street, signals are at Park Drive and at 70th, motorists tend to 'speed' through this intersection.

Other citizens in the area spoke in support of this request.

The City Engineer submitted the following report dated February 20, 1974:

" INTRODUCTION

This report was initiated as a result of a petition submitted by the Traffic Committee of the Marpole/Oakridge Community represented by Mr. J.B. Fulton, School Principal; Mr. B. Rice, business merchant in the area; and Mrs. J. Kjargaard, resident. This group feels a Pedestrian Actuated Signal is required to assist pedestrians to cross Granville Street safely at 68th Avenue.

BACKGROUND

The Engineering Department has had this area under close review since Mr. Rice contacted the Traffic Division in October of last year. Subsequently, members of the Traffic Division met with representatives of the Marpole Traffic Committee on Wednesday morning (8:00-9:30) October 31, 1973 to observe traffic conditions jointly. Further, at the request of Mr. Rice, traffic data was recorded during the evening peak hour on Friday, November 9, 1973. On that date an abnormal situation on Oak Street Bridge created an accumulation of traffic west from Oak on 70th Avenue, extending north on Granville Street to 68th Avenue. The observations were consequently cancelled and rescheduled at Mr. Rice's request for Friday, December 13th; during the evening rush hour on that date no abnormal accumulation occurred.

SITE CONDITIONS

The land development on Granville Street has commercial frontage from 71st Avenue to approximately 66th Avenue; the surrounding area is medium density residential with David Lloyd George Elementary School situated two blocks east of Granville Street on 67th Avenue.

At the north end of the shopping area there are two T intersections (67th and 68th Avenues) that provide four legal crosswalks for pedestrian crossing activity. The heaviest crossing activity occurs at the south crosswalk of 68th Avenue which is marked and signed "SCHOOL STOP WHEN OCCUPIED". At the south end of the shopping area the crossing activity occurs at 70th Avenue where a full traffic signal assists both pedestrian and vehicular movements through the intersection.

Granville Street in this area has a north to south down gradient of approximately 4% with no break in grade; the sight distance is essentially unlimited.

TRAFFIC SITUATION

At the time of the Engineering assessment between October and December, 1973 there were no noted problems related to pedestrian crossing at 68th Avenue. The Police Department advises that the School Patrol operates most

Clause No. 7 (cont'd)

efficiently during hours of school crossing and experiences no difficulty with vehicular volumes. In the opinion of the Police Department the School Patrol is an adequate form of control to assist students safely across Granville Street under present circumstances.

Representatives of the Marpole Committee expressed concern for crossing difficulties outside of school crossing periods, particularly during the peak evening hour of traffic flow. In this regard, detailed studies were undertaken on the aforementioned December 13th, when the following traffic data was examined:

- 1. Traffic Flow, two way (4:00 p.m. to 6:00 p.m.)
- 2. Frequency and Distribution of Safe Crossing Gaps - in the traffic flow.
- 3. Pedestrian Crossing Activity.
- 4. Vehicular Speeds.

A summary of the criteria measured shows:

Traffic Flow -

In the peak hour, two way traffic volumes on Granville Street at 68th Avenue during the average weekday are 1600 vehicles. For comparison purposes the two way volume currently on Oak Street is in excess of 3000 vehicles per hour.

Pedestrian Crossing Activity-

During the p.m. peak hour approximately 130 cross at 68th Avenue and another 40 cross mid-block south of 68th Avenue. At the time of these observations the pedestrians were not unduly delayed in their crossings.

Gaps-in-Traffic Flow -

In the peak hour approximately 50 adequate crossing opportunities (gaps) were recorded and in the maximum 30 minute period of traffic flow, 23 crossing opportunities were observed. The distribution of the gaps was relatively uniform and of an average frequency of approximately one gap per each minute and one-half. From an engineering standpoint the magnitude and frequency of these vehicular gaps are considered adequate for the safe crossing by pedestrians at this intersection.

Further observations were also undertaken during non-rush hours when vehicular volumes are considerably lower. On each occasion there were longer and more frequent gaps in the lighter traffic flow.

Vehicular Speeds -

A police radar unit was assigned to this area during the data collection period and recorded the following range of vehicle speeds southbound approaching 68th Avenue:

<u>Speed Range</u>	<u>% of Vehicles</u>
15 mph or less	11
26 mph - 30 mph	22
31 mph - 35 mph	52
36 mph - 40 mph	14
40 mph and over	1

Accident History -

A review of the past three year accident history recorded from 1971 to 1973 shows one pedestrian injury accident in each of 1971 and 1973. This accident record is not indicative of an adverse traffic situation.

Future Considerations -

It is anticipated that the vehicular traffic volumes on Granville Street in the area will increase with the opening of the Hudson Street Bridge. The bridge is scheduled to open in approximately

Clause No. 7 (cont'd)

13 months' time. The estimated peak period traffic volumes on Granville street at 68th Avenue after the opening of the Hudson Street Bridge are between 2000 and 2500 vehicles per hour. These forecast traffic volumes are expected to reduce the number of safe pedestrian crossing opportunities to the point where a pedestrian signal control will be warranted.

CONCLUSION

From an engineering standpoint the traffic situation at the intersection of 68th Avenue and Granville Street does not warrant a Pedestrian Actuated Signal at this time. However, we intend to install such a signal prior to the opening of the Hudson Street Bridge since we expect that the bridge should add sufficient vehicular traffic to this portion of Granville Street to require a Pedestrian Actuated Signal.

The current average cost of installing Pedestrian Signals at locations similar to Granville Street and 68th Avenue is approximately \$6500.

RECOMMENDATION

It is RECOMMENDED that a Pedestrian Actuated Signal be installed at the intersection of 68th Avenue and Granville Street approximately one month prior to the opening of the Hudson Street Bridge.

The Chairman referred to a study currently underway by the Traffic Engineer of a number of intersections to develop criteria for evaluation of crosswalks not controlled by pedestrian actuated signals.

RESOLVED

TO receive the report of the City Engineer and the submission of the residents.

FURTHER that the City Engineer keep this intersection under surveillance for report back to the Official Traffic Commission at the time he submits his report on criteria for evaluation of crosswalks.

DELEGATION: Marpole/Oakridge Area Council

The meeting adjourned at approximately 10:10 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 468, 469, 470

DISTRIBUTED MONDAY

PART REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON SOCIAL SERVICES

H.

March 7, 1974

A meeting of the Standing Committee of Council on Social Services was held on Thursday, March 7, 1974 at approximately 1:30 p.m. in the No. 1 Committee Room, third floor, City Hall.

PRESENT: Alderman Rankin (Chairman)
Aldermen Gibson and Marzari

ABSENT: Alderman Hardwick

CLERK: M. Kinsella

RECOMMENDATION

1. Steams Hot Dogs - Extension of Hours of Operation

History:

City Council at its meeting of November 27, 1973, when dealing with the control of beer parlours and other premises in the Downtown eastside area, passed the following motion with respect to Steams Hot Dogs:

"THAT no further action be taken to cancel City of Vancouver 1973 Restaurant License No. 14163 issued to Harscol Enterprises Ltd., 50 East Hastings Street, as operators of Steams Hot Dogs, provided the following conditions are adhered to forthwith:

'No entry be permitted into the restaurant after 12 o'clock midnight and the premises be vacated by 12:30 a.m.'"

The Chief Constable on January 7, 1974 submitted a report to Council on the operation of the premises since the hours of operation were restricted on November 27, 1973. This report indicated that since the restriction of hours, there had been a noticeable decrease in the number of patrons frequenting the premises during the hours of operation, and in particular the 'Street Kids'. The loud speaker and the flood lights on the front of the premises had been shut off. The Management had been using one of the employees as a doorman to keep drunks and trouble makers off the premises, which resulted in a decline of Police involvement and since the restriction on the hours of operation, there were no reportable Police incidents.

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cont'd ...

Clause No. 1 (cont'd)

Mr. Tom Young, Operator, Steams Hot Dogs, appeared before your Committee today in support of his application for extension of hours of operation of Steams Hot Dogs from the present closing time of 12 o'clock midnight. In a letter dated February 7, 1974, Mr. Young argued that the Management of Steams has been accepting greater responsibility, exercising more control on their patrons and that this has produced a noticeable decline of incidents of Police involvement. They suggested that the Committee give consideration to, perhaps, extended hours of operation on a three-month trial with a voluntary review at the end of this period.

Inspector J. S. V. Lake, who is responsible for the policing of the core area, submitted the following report dated February 22, 1974 for the Committee's consideration:

"You will recall that as a result of a police report, City Council, on November 27th, 1973, unanimously passed the following edict.

"No entry be permitted into the restaurant
after 12 o'clock midnight and the premises
be vacated at 12:50 a.m."

Since the early closing, problems have decreased considerably in the unit block East Hastings St. Steams was a focal point for a young delinquent group to mill about until the early hours of the morning. The early closing of Steams has resulted in this group being displaced, hopefully to a more satisfactory environment.

Having enjoyed the results of this early closing, I am reluctant to favour any extension of hours. In all fairness to the owners of Steams, I must report that they have operated in a very responsible manner since November 27th, 1974. There have only been two reportable incidents in connection with this restaurant. January 5th, an assault on the premises and on January 30th, a person was arrested for being intoxicated on the premises.

If the City Council feels that because of this favourable report an extension is indicated, I earnestly request hours of operation be extended only one hour, i.e. to 1:00 a.m."

Inspector Lake discussed this matter with your Committee and reiterated his statement that the hours of operation be extended only one hour, i.e. to 1:00 a.m. Sgt. B. Smith, the officer responsible for patrolling the area from Gore to Cambie, Keefer to the Waterfront, testified to the improved operation of Steams Hot Dogs and supported their request for an extension of hours.

During discussion of this matter, your Committee discussed with the representatives of the Police Department and a number of youth workers from the downtown area, the youth problem in the area. Sgt. Smith stated that a number of the 11-14 year olds who frequent the area are those who have come to town with their parents and are staying in hotels in the area. A high proportion of these youth are native Canadians, some of whom are run-aways. One of the problems is the lack of adequate resources to deal with the special problems of these youth, e.g. a type of family group home.

The Chairman requested the youth workers to give consideration to practical means by which the youth problems in the area could be remedied and to report back to the Committee as soon as possible.

cont'd

Standing Committee of Council on Social Services 3
March 7, 1974

Clause No. 1 (cont'd)

Following further discussion, it was

RECOMMENDED

THAT the hours of operation of Steams Hot Dogs be extended to 1:00 a.m. and that the premises be vacated by 1:30 a.m. with a report back from the Chief Constable in three months on the operation of the premises under the extended hours.

FOR COUNCIL ACTION SEE PAGE(S) 410

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON HOUSING

February 26, 1974

An In-Camera meeting of the Standing Committee of Council on Housing was held in the #2 Committee Room, third floor, City Hall, on Tuesday, February 26, 1974, at approximately 11:05 a.m.

PRESENT: Alderman Harcourt (Chairman)
Alderman Rankin
Alderman Massey

COMMITTEE
CLERK: R. Demofsky

INFORMATION

1. City-owned Lands for Housing

The attached progress report on potential housing sites in the next 5 years, dated February 13, 1974, was explained by the Supervisor of Property and Insurance. After a brief discussion your Committee

RESOLVED

That the progress report of the Supervisor of Property and Insurance dated February 13, 1974, be received.

The Supervisor of Property and Insurance advised that the School Board no longer required the land at 13th and Victoria (vicinity of John Hendry Park) and has offered it to the Park Board. (This property is now surplus to School Board needs, more suitable property having been acquired in the area.)

Your Committee

RESOLVED

That the Supervisor of Property and Insurance, together with the Director of Planning, report back to the Standing Committee on Housing, on the most appropriate use of this property.

RECOMMENDATION

2. Provincial Land Acquisition Program

The attached report from the Supervisor of Property and Insurance on Provincial Land Acquisition Program dated January 30, 1974 was presented.

cont'd

Standing Committee of Council on Housing 2
February 26, 1974.

Clause No.2 continued

- (a) S/S Semlin; N/S Pandora Street
between Semlin & Lakewood Drives

The Director of Housing, G.V.R.D., reported that this property is under active consideration by G.V.R.D. for development with approximately 40 family housing units (2 to 3 bedroom units), including a day care centre.

- (b) Block bounded by 1st and 2nd Avenues
Cassiar and Skeena Streets

Alderman Harcourt advised that studies were presently under way and a report is expected shortly from Harry Web of Justice & Web, a Landscape & Architectural firm.

- (c) S/S 7th Avenue
between Windsor & St. Catherines Streets

City Council, at its meeting of January 22, 1974, approved the use of this property for day care on the basis of a 2 year lease.

- (d) W/S Renfrew
between 5th & 6th Avenues

At this meeting your Committee recommended that Council approve the sale of city-owned land on W/S of Renfrew Street between 5th and 6th Avenues, being Lots 10 to 24 and the East 13 ft. of Lot 25, plus city lanes, to the Association of Benevolent Craftsmen.

- (e) S/S Grandview Highway
between Penticton & Slocan Streets

The Supervisor of Property & Insurance reviewed the status of this land with your Committee.

- (f) N.W. Corner Ash Street & S.W. Marine Drive

Mr. Casson, Director of Housing, G.V.R.D., advised that work is progressing and G.V.R.D. will report back to your Committee by the end of March, on the suitability of this property for a personal care home, etc.

- (g) 4th Avenue & Wallace Street

Mr. Casson indicated that G.V.R.D. is endeavouring to obtain a suitable group to sponsor this senior citizens project. (apparently this is a requisite under the terms of National Housing Act). He will report back to the Standing Committee on Housing as soon as possible.

- (h) Grandview/Renfrew Area

The Director of Housing, G.V.R.D., reviewed the status of this land with your Committee.

cont'd

Standing Committee of Council on Housing 3
February 26, 1974

Clause No.2 continued

RECOMMENDED

- (i) That the Supervisor of Property & Insurance report back to the Standing Committee on Housing, after discussion with Park Board, on the history of land on S/S Grandview Highway between Penticton and Slocan Streets.
- (ii) That the site on the N/S of 14th Avenue between Renfrew and Nootka Streets be reserved, for the G.V.R.D. for a period of 1 year for development by a non-profit housing corporation.

Further that G.V.R.D. produce plans for this area to meet your Committee's approval.

The meeting adjourned at approximately 12:10 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 470